

# California Pilots Association



CALIFORNIA PILOTS ASSOCIATION

March/April 2016

# Airport Advocate

## Serving Pilots Of California

### Santa Monica Airport Supporters File Federal Complaint



A group of businesses and advocates of Santa Monica Airport have filed a formal complaint with the FAA, charging that the city has improperly diverted airport funds and denied airport leases. The complaint (PDF), filed under Part 16 regulations for federally funded airports, says the city has imposed interest "on purported loans at rates exceeding those allowable" under FAA policy and failed to properly document loans and interest charges. It also says the city was unjustified in its 2013 resolution to raise

landing fees from \$2.07 to \$5.48 per 1,000 pounds' maximum gross landing weight, applying them to aircraft based at KSMO in addition to transient traffic. The FAA will review the complaint and if a docket is opened, the city would file a response.

Among the complainants are AOPA and NBAA. AOPA, which has led a long-running fight against the city to keep the airport open for general aviation, said this week the city's actions run against FAA authority and jeopardize 1,500 aviation jobs. Mayor Tony Vazquez told the Santa Monica Daily Press Friday the city is representing its citizens over "corporate aviation interests bullying us to preserve amenities that benefit only the upper echelon that can afford traveling by private air." The new complaint follows a recent Part 16 decision in which the FAA said the airport is protected until 2023, but the city continues to move ahead with its plans to redevelop the 227-acre airport for business and recreational use. Earlier this month, the city took over a six-acre parcel used for aircraft tie-downs and gave 32 tenants until March 15 to vacate their spaces so the land can be used to expand an adjacent park, according to a Daily Press report. By Elaine Kauh

### Chico turns down airport management offer

"On the urging of 13 speakers, the Chico City Council unanimously rejected a proposal from Washington D.C.-based AvPORTS to manage the Chico Municipal Airport... despite a modified proposal for a smaller cost, shorter time span and less risk, which

were among the objections cited when the Airport Commission recommended rejecting the proposal in October." Representatives of the CalPilots Chapter North Valley Aviation Association were one of many providing input to the City Council.

Link to the local article is here: <http://www.chicoer.com/general-news/20151117/chico-turns-down-airport-management-offer>

CalPilots  
DIRECTOR-at-  
LARGE Region 1  
Paul Osterman



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## Presidents Corner by Corl Leach

### Two Faces of Advocacy: Defense and Promotion

Recent headlines remind us that California's general aviation airports remain "targets of opportunity" when municipalities seek ways to bolster their economies. At first thought, it might seem that the best defense for an airport is an experienced, well-funded legal team. In some situations, particularly if time is critical, that would be a right answer.

Defending an airport isn't easy for the average aviator. The issues are complex and steeped in layers of regulation that may spread across numerous agencies and jurisdictions. CalPilots has established the *Airport Legal Defense Advocates*, a small-but-growing cadre of skilled attorneys who provide assistance to CalPilots. It's an effective strategy with one caveat: all attorneys are volunteering their time and energy. (Legal experts interested in joining this cause are encouraged to contact Karl Schweikert, CalPilots General Counsel.)

The best airport protection program, however, isn't always a great defense. It's an engaged and vocal airport community that makes the value of its local airport known. This concept is so critical to protecting airports that the CalPilots Articles of Incorporation state (in part):

The general purpose for which this corporation is formed is advancement of the public understanding and interest in beneficial use and utilization of aviation in California.

How does your local airport benefit your community? Is it an access point bringing economic opportunities to your city such as businesses or tourism? Perhaps it serves as a much needed open space within an otherwise congested urban setting? Maybe your strip of concrete may be the only access point to your area following an earthquake or other natural disaster? Does CalFire or law enforcement stage assets at your airport? What about medical evacuations?

One example how a local airport can achieve being highly regarded in its community is by establishing a Disaster Airlift Response Team (DART). Evaluating lessons learned from the impromptu airlift that provided immediate emergency relief to Watsonville following the 1989 Loma Prieta earthquake, the leaders at South County Airport Pilots Association (Chapter of CalPilots) have created a system that is now ready for deployment. This near-turnkey program, originally authored by Rod Pharis, will be available through CalPilots channels in the next few months as SCAPA's Paul Marshall joins the CalPilots team to assist with DART implementation across the state.

With 2016 being an election year, politicians will be listening closely to what their constituents want. This is a great time to educate the most important audience for any airport advocacy effort -- members of the general public that vote.

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(A 6 minute video highlighting the airlift efforts at Watsonville along with other DART information is on the South County Airport Pilots Assoc. website, [southcountypilots.org](http://southcountypilots.org).)



***"The best airport protection program, however, isn't always a great defense. It's an engaged and vocal airport community that makes the value of its local airport known."***

***"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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# Paso Robles Airport Association Delivers Airport Business Plan



VP-REGION 4

***"The Business Plan establishes the overall 10-year vision for the airport, and then breaks specific objectives down into short term (1-3 years), medium term (3-5 years) and Long Term (6-10 years)."***



Phil Corman, Founder of the PRAA (Paso Robles Airport Association) and newly appointed VP of Cal Pilots Association, Region 4 did something not many airports in California have done, his PRAA took the lead to develop the Plan and got the Paso Robles Business Plan approved 5-0 by City Council. The effort involved PRAA members, Airport Advisory Committee members, the FBO, City Staff, and City Council, and leaders within the community, including the Paso Robles Chamber of Commerce.

The Business plan took about 1 year to develop. One of the main goals during its development was to include airport and non-airport people in its creation. The airport is not an island in the city of Paso Robles, but rather is, or needs to be, an integral part of the Economic Goals of the City. To ensure that the plan was developed to support that goal, approximately half of the roughly 24+ people who wrote and/or reviewed the Plan during its development were not aviation-related people. Corman and Assistant City Manager, Meg Williamson, worked in partnership to lead the overall team effort. The team came from local businesses, Chamber of Commerce, Paso Robles Wine Association, and more. Mayor Steve Martin realized, early on, that the Airport can be part of the economic engine for the City's economy. After its adoption, he went further and named the Airport Business Plan one of only 5 goals for the entire City in 2015-2016.

The Business Plan establishes the overall 10-year vision for the airport, and then breaks specific objectives down into short term (1-3 years), medium term (3-5 years) and Long Term (6-10 years). Short term goals included a new fuel depot, a review of the airport Leasing Terms and Conditions, as well as rate structures, Improving the infrastructure at the airport to enable hangar and business growth on the airport, and a succession plan for management of the airport. Medium and Long Term goals and objectives are more ambitious and strategic in nature.

As with many new ways of doing things, this effort brought City Council and City Staff closer to the tenants at the Airport, and vice versa. The very process of working together in such an intensive and important project brought a significantly greater understanding of how the Airport operates as well as how the City itself operates. It also brought a significant increase in the level of understanding of how the Airport can bring economic value to the local economy. The airport was no longer just a place for pilots to fly their airplanes, but rather as an economic engine for the local economy. For the first time ever, the Airport has a 10-year Plan.

The Plan has also raised the awareness of the general citizenship, thereby increasing the public's support of the Airport. Many citizens did not realize the amount of business aircraft operations at the airport, or the existence of a Cal Fire Attack Base who fight 250 fires in an average year, or CHP who patrols the rural highways for vehicles in distress, or medical evacuations, or even the role the airport played in our 2004 earthquake.

Having a 10-year blueprint for the Paso Robles Airport and increasing the awareness of the value our Airport brings to the economy and the public service has been a major byproduct of the Plan.

We would not be complete by not thanking more than a dozen airports in the state who's management and staff assisted us by providing us with their best Airport Management Processes. These included Santa Ynez Airport, Napa County, but most importantly by Sutter County Airport, headed by CalPilots Association VP, Joe Borzelleri. CalPilots really does work with people like Joe who selflessly commit themselves and their staffs to assist other GA airports in California.

My message? Get involved with the direction of your airport... Involve a broad cross section of people from your community... and utilize the amazing resources at The California Pilots Association

Fly Safe,  
Phil Corman



# ADS-B is coming... ADS-B is coming... Are you ready?



## ADS-B Primer

by Phil Corman, VP Region 4

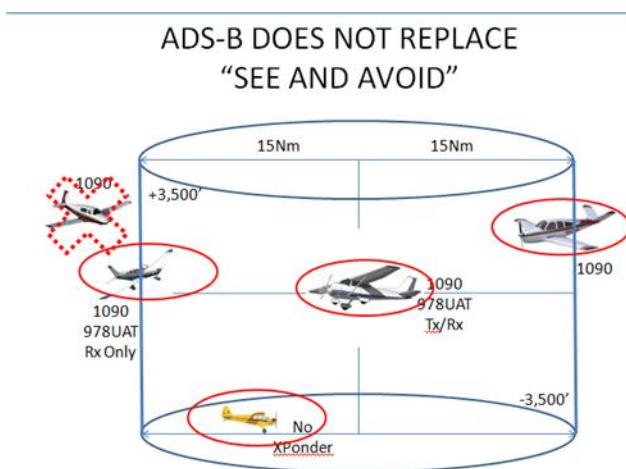
ADS-B is the next generation FAA system for navigation. It will place more emphasis on GPS in the aircraft for navigation and traffic control than radar. Does every plane/pilot need to install equipment to comply with the new ADS-B requirements? The answer is no... Not everyone. If you need ADS-B OUT, you need an ADS-B transmitter and GPS (WAAS) system. I'll explain below.

### ADS-B OUT and ADS-B IN

ADS-B stands for Automatic Dependent Surveillance Broadcast. Only the FAA could make a more confusing acronym. There are 2 parts to ADS-B, ADS-B OUT and ADS-B IN. Only ADS-B OUT is part of the requirement. So I'll start there. You will need 1 of 2 transmitters in the United States. The first is 1090ES (1090Mhz Extended Squitter). A 1090ES transmitter is needed for aircraft flying above 18,000' MSL, also known as Class A airspace. Few of us fly there. Think of Extended Squitter as sending more information than your Mode C transponder. In fact, it sends your specific GPS (WAAS) location along with your altitude, N number, Ground Speed, etc.

The other option is UAT, 978Mhz. This is only available in the United States. UAT is a valid transmitter for ADS-B, but only below 18,000' MSL. The bottom line is you can install a UAT or 1090ES ADS-B transmitter based on your type of flying. NOTE: Outside of the United States, only 1090ES will be utilized.

### ADS-B IN

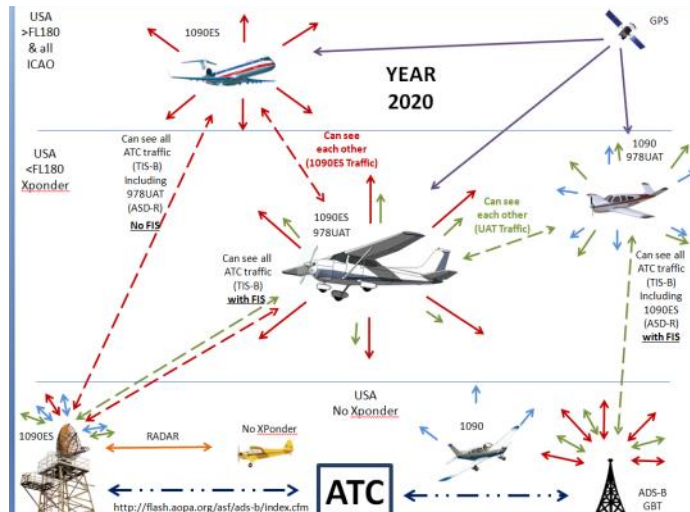


TIS-B

The other part of ADS-B is the "IN" part or the reception of ADS-B information. ADS-B IN is NOT REQUIRED by the FAA, but after I describe it, you will probably want the capability. Airplanes equipped with ADS-B IN will receive "Air-to-Air" information from other ADS-B OUT airplanes. This facilitates knowing where traffic is in relation to your airplane. Currently you need a UAT "978" transceiver to receive traffic. Whereas 1090ES is output-only, UAT is both IN and OUT.

### ADS-B is Satellite and Ground Tower Based

ADS-B is dependent on WAAS GPS for aircraft location. This is a requirement. If you have ADS-B IN, you will get other aircraft location, relative to your aircraft, "air-to-air". But all of your information is also sent to 1 of hundreds of ADS-B Ground Towers. At the tower, all of this aircraft information is aggregated and sent back to all participating ADS-B IN aircraft. You might ask, why this is valuable. There are a number of reasons. First, during the transition, ground stations will also transmit the location of Mode C (active) aircraft so you will see more aircraft. Secondly, you will get all kinds of weather information and other info important to the pilot in control while en-route (see below). The ground towers essentially transmit all this weather info to your cockpit as well as all of the aircraft within 15 miles of yours. The illustration shows the entire system.



### What do I get with ADS-B IN (from UAT transceivers)?

The answer is a lot of really cool information. The FAA provides two services; 1) TIS-B and 2) FIS-B. Remember, I didn't name these acronyms. The first, TIS-B, is a Traffic Information System "Broadcast".

If you have the correct device(s) in your cockpit, you will get traffic information presented in your plane. Typically, you will get traffic that is within a 15 mile radius and within +/- 3500'. You will even get the N number, aircraft type, and whether is ascending or descending. And the best part is that once you have installed the equipment, this TIS-B service is FREE.

The other service is FIS-B, Flight Information System "Broadcast". In this broadcast to your ADS-B IN device, you will get AIRMETs, SIG-



MENTS, TAFs, METARs, NEXRAD, Winds Aloft, Temps A lot, Satellite, NOTAMS, TFRs, PIREPs, SUA Status and more. This information can be displayed on your Garmin GTN650/750, GNS430/530, or most other GPS or MFDs. Oh and just like the TIS-B service, this is subscription FREE. It provides more information than XM Weather.

### Do You Need ADS-B?

The simple answer is maybe and is dependent on the type of flying that you do. There is NO REQUIREMENT for ADS-B IN at all. The requirement is for ADS-B OUT. You will need ADS-B OUT if you 1) Fly into a Class B 30-mile veil, 2) fly into or over a Class C airspace, and 3) if you fly above 10,000' MSL (and 1200' AGL). If you notice, the requirement is the same as the requirement for Mode C. You could fly from the west coast to the east coast without needing ADS-B, if you avoid the airspaces listed here.



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>

# A bit of History 1946-1971 Fog – No Problem: Half Moon Bay Airport as SFO Alternate



***"Half Moon Bay Airport was a big part of SFO's success because it functioned as an alternate airport when airplanes could not land at SFO due to fog. From 1946 to about 1971, airplanes that could not land at SFO because of fog, found a friendly welcoming little airport on the coast that if not fog***

In no small way, the Half Moon Bay Airport contributed to the success of the San Francisco International Airport and the commercial success of the entire Bay Area. After World War II, the aviation industry took off. Aviation was recognized as the way to transport people and goods quickly and efficiently all across the country. Having an airport allowed business opportunities that were simply not possible without it.

These new business opportunities were made possible when the DC-6 was introduced in 1946. For the first time, the DC-6 made flights from coast to coast practical. Soon the likes of United Airlines and American Airlines were making use of them from East Coast to San Francisco. With the help of the DC-6 and other long-range transport planes, San Francisco International Airport went from its lowly beginnings as Mills Field to the international airport it is today. Along with SFO's success, wealth and prosperity was brought to the Bay Area as business and commercial ventures prospered because of access to air transportation.

Half Moon Bay Airport was a big part of SFO's success because it functioned as an alternate airport when airplanes could not land at SFO due to fog. From 1946 to about 1971, airplanes that could not land at SFO because of fog found a friendly welcoming little airport on the coast that, if not fog free, at least had enough visibility to allow a landing.

A flight in the 1950's from the east coast to San Francisco took somewhere between 8 to 10 hours. It was not uncommon for these long flights to be conducted at night with airplanes leaving

New York around midnight and arriving in San Francisco about 8:00 am. As anyone living in the Bay Area knows, early morning is a time when there is likely to be fog. Fog is still an issue today that causes flight delays, but we have sophisticated avionics that will allow airplanes to land even if they cannot see the runway until they are on it. However, in the 50's and 60's fog would completely close SFO, because at that time airplanes needed a certain minimum visibility to be able to land. An airplane leaving the east coast eight hours before it arrived in San Francisco would not necessarily know it would not be able to land at SFO until it got here.

This is where Half Moon Bay Airport came to the rescue. Often, when SFO is completely socked in with zero-zero visibility, Half Moon Bay is either completely clear of fog or has a ceiling high enough to allow planes to land. Half Moon Bay Airport was a reliable alternate for SFO, so much so that United Airlines leased space at HAF to conduct its operations. In addition to United, TWA, Pan American, and American Airlines regularly used HAF.

In 1948, when SFO was compromised for three days because of fog, some 680 passengers as well as cargo and mail were re-routed through HAF. This kind of fog episode was common with at least one severe SFO closure every year and often for several days in a row. Having Half Moon Bay as an alternate allowed SFO to continue to be successful as the Bay Area's principal airport. If aircraft had not been able to fly into SFO reliably, another airport in a more fog-free area would have been found. Business and commerce for the Bay Area may never have developed without the Half Moon Bay Airport and its crucial role as an alternate landing option.

By Joyce Clifford, Half Moon Bay Airport Pilots Association



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# Chapter Administrator Report



Chapter Administrator  
Dave Williams

On January 21st Brian Branscomb from the Half Moon Bay Airport Pilots Association and I attended a seminar in San Francisco, presented by the California Board of Equalization, on California non-profit issues. Some of the presentations were specific to organizations that are not of particular interest to us at Calpilots, or our local organization at Half Moon Bay Airport, but the day was made worthwhile by a presentation from Audrey Rowe representing the Franchise Tax Board (FTB). I have been trying to educate myself on compliance issues and filing requirements, with the goal of helping our subordinate chapters stay in the good graces of the state agencies, and her presentation pretty much answered most of the questions I have been puzzling over. We've probably all heard the old saying, "I'm from the FAA and I'm here to help you", which is usually the prelude to something bad. I very much got the feeling that the FTB can say that and actually mean it. There was no emphasis on all the unpleasant things that can happen if you don't follow the rules, only discussion of "how can we work together to fix the situation you are in".

I have been attempting to put together a package for chapters who have some compliance issues with the 3 state agencies that we are concerned with, namely the Franchise Tax Board, the Secretary of State and the Attorney General. As it turns out, the FTB is a one-stop solution to your problems. If an organization contacts the FTB, seemingly no matter how far you are off-track, they will work with you to restore your tax-exempt status and make sure you are registered with the Attorney General as a California Charitable entity. In a fairly long face-to-face with Ms. Rowe she said that contacting her office and inquiring about your status will result in them looking at your status, then telling you exactly what you need to do to correct any problems with all 3 of the state agencies. Usually, no matter how far off-track you are, if you at one time held a tax-exempt status, it can be restored with a fairly minimal amount of paper work. There might be some financial penalties involved, but they are capped at some relatively low amount. (I believe she said \$65 per year of non-compliance.) If you comply with her requests for filing paperwork, at the end of the process all 3 of the state agencies will give you their blessing without having to deal with the other agencies yourself.

*"There was no emphasis on all the unpleasant things that can happen if you don't follow the rules, only discussion of "how can we work together to fix the situation you are in".*

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## Division of Aeronautics' Terry Barrie Retires

*By Carol Glatfelter*

**I**n 1979, Terry began a long and distinguished career of service with the State of California after graduating with a Bachelor of Science degree in Environmental Planning and Management from the University of California at Davis. He entered public service as an Assistant Transportation Planner in District 10, which covers eight central California counties. There he coordinated Regional Transportation Plans and overall Work Programs for the San Joaquin Council of Governments and Stanislaus Area Association of Governments. After 10 years, Terry left District 10, and in 1989, he continued his work as an Associate Transportation Planner in Caltrans' District 4 for another five years.

When he joined Caltrans' June of 1995, Terry manager for the Interregional System Plan (ICASP). of the ICASP System Elements, and Action staff and Regional Agencies. The Inventory Aviation System Plan time, and Terry had a leadership role in building the airport classification system the Division uses today for California's public-use airports.



Division of Aeronautics in worked as Project Manager for the California Aviation System Plan. He coordinated details Requirements, Policy Plans with Aeronautics' Transportation Planning Element for the California (CASP) was developed at this role in building the airport classification system the Division uses today for California's public-use airports.

In December 2000, Terry was promoted to Chief of the Office of Aviation Planning as a Senior Transportation Planner, supervising a staff of seven to nine Associate Transportation Planners. He supervised work on the CASP, airport land use planning, and various aviation research projects around California.

Finishing his career on December 31, 2015, Terry's desire to continue improving his golf game and travel with his wife made retirement an easy alternative to drive-time commutes. A friendly and lasting relationship with his staff remains, and those who know him regret seeing his career come to a close.

The Division of Aeronautics wishes Terry the best of luck in his retirement and notes the State has lost one of its most knowledgeable Aviation Planners.



# Proposal for residential development near REDLANDS

## Airport put on hold indefinitely

REDLANDS » The City Council has decided to table Diversified Pacific Inc.'s proposed residential development near the Redlands Municipal Airport indefinitely.

The project has been postponed for months to address concerns brought up by pilots at the airport and to seek input from a consultant on the city's airport land use documents.

Public hearings for the project have continued to be scheduled, only to be postponed by the council.

"We don't want to keep bringing this back to the City Council when we're not going to take any action on it, having people expect there to be a dialogue, an opportunity to submit information and then for us to make a decision," Mayor Paul

Foster said. "At this time we are recommending it be tabled indefinitely and then when it's brought back, it will be brought back for council action you can be part of."

Oscar Orci, the city's development director, said city staff is still reviewing the project and will bring their recommendations to the council at a future date.

The city hired Coffman Associates to review land use compatibility around the airport and the city's airport planning documents. The consulting firm gave its report to the council in November.

Earlier this month, the council agreed to hire a different consultant to create a business plan for the airport.

The Rancho Cucamonga based developer proposes to build a residential development on 32.28 acres north of San Bernardino Avenue and east of Judson Street.

Pilots at the airport have been vocal in their concerns over how the development could affect airport operations.

Ted Gablin, president of the Redlands Airport Association, said residential encroachment is affecting the airport's marketability.

***"The project has been postponed for months to address concerns brought up by pilots at the airport and to seek input from a consultant on the city's airport land use documents."***

By Sandra Emerson [sandra.emerson@langnews.com](mailto:sandra.emerson@langnews.com) @TheFactsSandra on Twitter

### AIRPORT ADVOCATE

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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: [editor@calpilots.org](mailto:editor@calpilots.org)



# NTSB unveils Most Wanted List

January 14, 2016 by  
General Aviation News Staff 2 Comments

WASHINGTON, D.C. – The National Transportation Safety Board unveiled its 2016 Most Wanted List of transportation safety improvements Jan. 13, calling it a “road map from lessons learned to lives saved.”

The list focuses on 10 broad safety improvements on which the NTSB has made recommendations that have not yet been implemented. One of those items is preventing inadvertent spins and stalls within the general aviation community – the worst safety problem facing general aviation.

While airlines have become very safe, safety progress has slowed in the less

widely understood world of general aviation, NTSB officials noted.

Several items on the list demonstrate the importance of technology in saving lives, preventing accidents and lessening the number and severity of injuries from accidents.

For example, the list calls for promoting both the availability of collision avoidance technology in highway vehicles, and the completion of rail safety initiatives to prevent accidents. The list also calls for strengthening occupant protection in all modes of transportation, including laws mandating primary enforcement of seatbelt use, and age-appropriate child restraints.

Distraction (especially from portable electronic devices) and fatigue continue to be serious safety issues in all modes of transportation, according to NTSB officials.

The list also notes that undiagnosed and untreated medical conditions have caused or contributed to accidents and calls for operators and regulators to require medical fitness for duty.

Impairment is also an issue in all modes of transportation. The NTSB has recommended lowering the legal limit on blood alcohol content to .05 to reduce deaths and injuries on highways. However, drugs other than alcohol can also impair drivers and operators of other types of vehicles – whether these drugs are recreational, over-the-counter, or prescription.

“All of these most wanted transportation safety improvements are the result of our accident investigations,” NTSB officials noted in a press release. “Our most powerful tool to learn safety lessons from accidents is data recorders. Thus, the list calls for their increased use in all modes of transportation.”



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Are you ready for your next opportunity to get away? See some beautiful country in Rural Northern California? Ever been to Happy Camp, California? There is an airport there owned by the

Forest Service, but operated and maintained by the County of Siskiyou.

Here's the skinny on the airport, and then I will explain why this needs to be your next destination. The airport consists of one runway (RWY 4/22) that is 3000' x 50' and one helipad. There is no control tower, and the airport is unattended. The helipad is home to the Forest Service's Happy Camp Helitack crew's Bell 407 May thru September of each year for fire operations. By the way if you see the crew, tell them Alturas says hello! There are no fees at the airport so you won't feel that tug on your wallet. At this time, 100LL can be found at nearby Scott Valley Airport (A30) 27.7 nautical miles SE of Happy Camp or Siskiyou County Airport (KSIY) in Montague, CA 41.2 nautical miles away to the East. Make sure you have plenty of fuel to make either spots. There are no hangars at this time, but there are plenty of tie downs available. If you have questions regarding the airport, give Melissa Cummins a call at (530) 842-822

Now here's the reason why you need to make Happy Camp your next stop. It is home to Ironhead Guide Service, one of the really great salmon, trout, and steelhead fishing guide services you will find out there. Now if you are like me, you probably did not know there were some amazing fish coming out of that area. How did I hear about it? Well, let me tell you



***"Here's the skinny on the airport, and then I will explain why this needs to be your next destination. The airport consists of one runway (RWY 4/22) that is 3000' x 50' and one helipad. There is no control tower, and the airport is unattended."***



## Got Email?

Does CalPilots have your current email address? By providing us with your email address you will be able to receive electronic membership renewal notices and other upcoming new features.

Please send your current email address to [webmaster@calpilots.org](mailto:webmaster@calpilots.org)  
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## AIRPORT ADVOCATE

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Sacramento, CA 95814

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



about Mario Gomez. Mario was born and raised in Happy Camp all his life. For the last 25 years, he has been a Forest Service helitack crew member (Captain) as well as becoming an air attack officer these past few years.

When he is not off fighting fires, he has been a professional drift boat fishing guide for the last 10 years. He is even certified through Oregon State Marine Board. He runs guided fishing trips on the Klamath, Smith, Rogue, Umpqua, Coquille, and Chetco Rivers. He currently is booking their 2016 Winter Steelhead season on the Klamath and Umpqua



Rivers. This year they will be fishing for trophy winter steelhead on the Lower Klamath River below Orleans, CA and the Umpqua River out of Roseburg, OR. Winter Steelhead are his favorite species to target because of the amazing fight they put up and the opportunity you have at catching a trophy fish of a lifetime. You should check the photos posted on their facebook page "Ironhead Guide Service" or their website <http://www.fishingtheklamath.com>.

Holy Moly! Just looking at those pictures makes me think about running away to spend the day fishing with Mario and catching up on all the fire crews. There's some seriously nice fish out there! Mario will charge a daily fee while providing the boat and all of the fishing equipment. You are in charge of bringing your lunch. By the way, I hear bananas are taboo. Mario will pick you up at the airport and take you to wherever you are staying. There are two lodges. Forest Lodge Motel is within a mile of the airport, and the Klamath River Resort Inn is within 2 miles ([www.klamathriverresortinn.com](http://www.klamathriverresortinn.com)). Lunch could be found at either the Pizza House or the Frontier Lodge. The Resort Inn usually has a car available for pilots so make sure you ask about that if you want to go check out the surrounding area.

Not sure when to go? Ironhead Guide Service has a list of available dates for January thru March for the Klamath and the Umpqua Rivers. You can call (530) 598-0530 or visit their website to book your next fishing trip with them.

**Klamath River:**

Jan. 1/15, 1/16, 1/17, 1/29, 1/30, 1/31  
Feb 2/5, 2/6, 2/7, 2/19, 2/20, 2/21  
Mar. 3/4, 3/5, 3/6, 3/18, 3/19, 3/20

**Umpqua River:**

Jan. 1/1, 1/3, 1/8, 1/9, 1/10, 1/22, 1/23, 1/24  
Feb. 2/12, 2/13, 2/14, 2/26, 2/27, 2/28  
Mar. 3/11, 3/12, 3/13, 3/25, 3/26, 3/27

So if you are tired of your everyday life and are looking to get away, let Happy Camp be your next adventure. The fish are waiting for you!



The view from Klamath River Resort Inn, Happy Camp, California

## CALPILOTS MEMBERSHIP APPLICATION

*All member information is confidential*

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Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ <sup>2</sup> Zip: \_\_\_\_\_

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

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

**Membership Options** Please Circle One    New    Renewal    Individual: \$35    Pilot Organization: \$50

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

Please send your check with the application, or fill out credit card information. MasterCard \_\_\_\_\_ or VISA \_\_\_\_\_

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<sup>3</sup> Occupation \_\_\_\_\_

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2. (4 Digit ZIP Extension required for newsletter delivery, please provide if known) 3. For Political Action Committee (PAC) donations over \$100, above information required by law

**Renewals or New Memberships only please mail to:** California Pilots Association, 1414 K St., 3rd Floor, Sacramento, CA 95814

>>Note: Please use the above address only for membership applications and renewals<<

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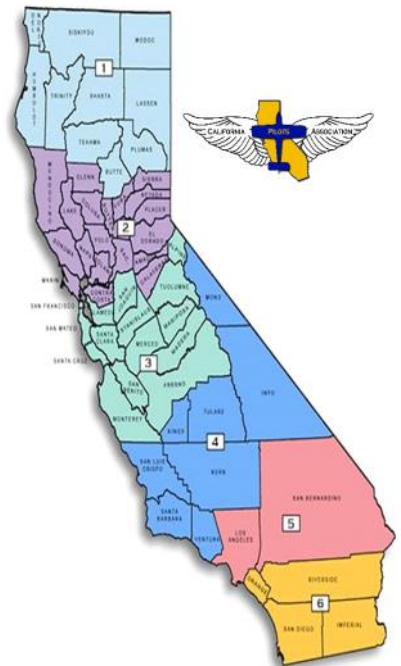
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### CALIFORNIA PILOTS ASSOCIATION REGIONS





# California Pilots Welcomes its Newest Business Partner

Cal Aggie Flying Farmers, Inc. joins the California Pilots Association as its newest Business Partner.

Cal Aggie Flying Farmers, Inc. (<http://www.calaggieflyers.com>)

The Cal Aggie Flying Farmers, Inc. was established in 1947 and is the oldest general aviation operation in the Sacramento, California area. The Cal Aggies are located at the University Airport, Davis, California, on the University of California Davis campus. The airport is operated as a public airport. The Cal Aggie's original aircraft operation was started as a non-profit corporation by aviation enthusiasts, local farmers and returning World War II pilots. The flying club is still operating not for profit under its original goal of providing aircraft and flight instruction to the general public at a reasonable cost.

About University Airport (<http://www.calaggieflyers.com>)

The University Airport was first conceived by C. Harold Hopkins in 1946. The University of California acquired the Airport, along with agricultural land, early in 1950 and continues to provide airport facilities to the Davis campus, the City of Davis, and to the general public. Davis is the only campus in the University of California system with an airport.

The Airport is operated as a general aviation airport. The Airport offers the sale of aviation fuel (100 LL) and rents hangars, open shades and tie downs for aircraft storage. Additionally, there are two fixed base operators located at the Airport that provide aircraft maintenance (Davis Air Repair), flight instruction, and aircraft rentals. (Cal Aggie Flying Farmers)

The airport meets all safety factors and physical requirements necessary for operation as a general aviation airport under the rules and regulations of the Federal Aviation Administration and the State Division of Aeronautics. University Airport Rules and Regulations have been established to protect health, safety, peace and to provide for the orderly conduct of activities on the Airport. Copies are available at the University Airport Office.

Cal Aggie Flying Farmers, Inc. Based at University Airport [EDU] in Davis, CAFF offers flight instruction and aircraft rental to its more than 350 members. It owns its 11 aircraft with the flight line including the single engine Cessna 152, 172, and 182RG and a Piper Seminole



Jonathan Bar-or guides the non-profit corporation as its CEO while Ashley Gallegos serves as office manager  
Jonathan Bar-or guides the non-profit corporation as its CEO while Ashley Gallegos serves as office manager

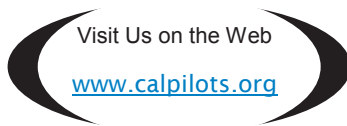


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CalPilots has Many other Business Partners  
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