



CALIFORNIA PILOTS ASSOCIATION

May/June 2016

Serving Pilots Of California

Paso Robles Airport Moves to Airport Commission



The Paso Robles Airport Advisory Committee, working with City Staff and City Council voted 5 -0 to move to an Airport Commission. This is huge step for the Paso Robles Airport. An Advisory Committee was just that, "advisory". An Airport Commission will be comprised of 7 Commissioners and have decision making capabilities. The Airport Commission will have responsibilities including the Airport Master Plan, Airport Land Use Plan, Airport Business

ing Policy, Business Development on the airfield, Capitol Lease Improvements and more. When successfully implemented this year, the Commission will be comprised of "aviation" and "non-aviation" appointees. This will provide balanced decision making. Paso Robles Municipal Airport has a significant number of non-aviation businesses that lease property on the 1300 acre airport. This is a major source of income to the Airport Enterprise Fund.

It is felt that this model of moving decision making to "stakeholders" of the airport is a model to preserve and grow airports in the state of California.

Aviation Caucus Growing in California

All politics are local and that is the strength of California Pilots Association in the state of California. We are completely focused on preserving and growing Airports statewide. And we are getting increasing support. The California legislature's new aviation caucus is growing, with four members having recently joined the original 17 lawmakers who came together to found the organization.

There are now eight Senate members of the aviation caucus in the 40-seat upper chamber, up from seven; and 13 members of the aviation caucus in the 80-seat Assembly, up from 10, said Melissa McCaffrey, AOPA Western/Pacific regional manager.

Co-chairs of the aviation caucus are state Sen. Jean Fuller (R-District 16), who is the Senate Republican leader; and Assemblyman Jim Patterson (R-District 23). The Republican leader in the Assembly, Kristin Olsen (R-District 12), is an aviation caucus member.

Local airports connect communities to the global marketplace, and in California, aviation's total annual economic impact weighs in at \$168.7 billion, supporting more than a million jobs, according to the organization that hosts an event to recognize aviation's role in the state.

California's population of pilots (59,841), aircraft (29,211) and 946 airports each represents 10 percent of the nation's population of pilots and aircraft, says the website of the California Aviation Day event that was held at the state Capitol in Sacramento on April 20. In a country with the most GA flying and airports, California leads the nation.

Cal Pilots Association leads the private effort in the state and we need all the help you can give.

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<http://calpilots.org/>

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

Presidents Corner by Corl Leach

Bringing More “Pilots” to the California Pilots Association

In the ranks of CalPilots I’m still somewhat of an outlier. I grew up in Missouri and cut my aviation teeth in the grasp of an extremely active and involved State Pilots Association. The Missouri Pilots Assoc. counted nearly 50% of that state’s certificated pilots with a membership of over 2,000. After moving to California in 2004, I immediately joined the State Pilots Association because I was taught that’s what responsible pilots do! After doing some research into CalPilots I received a surprise. With nearly 60,000 airmen in California, barely more than 1% of its pilots were CalPilots members. This is a statistic that I find abysmal but it isn’t without reason.

When more than 200 pilots and aviation enthusiasts attended the CalPilots Annual Meeting last fall in Sacramento. I took the opportunity to speak to as many of those in attendance as possible asking first if they enjoyed the program and secondly if they were CalPilots members.

Everyone had a good time, citing the presentation by former KCRA helicopter pilot Dann Shively and performance of Aviation Educator/Humorist Rod Machado as favorites of the day. Gary Cathey’s talk on the state’s aviation program was interesting and informative, too. Responding to the question about being CalPilots members though, the general thought was “I am a pilot but CalPilots is focused on airports. Sure it is important, but it is not really something I want to belong to. I’ll stick with my local organization and AOPA.”

I also noted that there is a mistaken belief that individuals who are members of CalPilots Chapters are automatically members of CalPilots itself. This is not true and, just as with EAA, you should be a member of CalPilots as well as the local chapter! (You can join right now at www.calpilots.org!)

The fact that pilots were not flocking to the State-level association hasn’t been lost on the Association’s leadership. In 1991 when the organization’s name changed from the *California Aviation Council* to its current *California Pilots Association*, the reason cited was the belief that more pilots would join. The president at the time even commented that CalPilots needed to do more “pilot things” if it was to attract pilots to the membership roles. To date, we’ve been a bit remiss putting this strategy into practice. This is about to change!

In 2016 you’ll see an emphasis on more California pilot-specific activity and advocacy. CalPilots’ very effective airport advocacy program will remain in place and, with more participation by the state’s pilots, should see an uptick. Additional informational programs highlighting the three tiers of aviation protection – local-state-national – will reveal the true reasons why adding CalPilots to your “local & AOPA” strategy multiplies the effectiveness of all your memberships.



Go Around or Not Go Around



Phil Corman

There are several Aircraft go-around accidents in the NTSB database that occurred because the pilot did not maintain control during a go-around. It seems that they suddenly forgot how to fly. Torque catches them by surprise. Why am I turning left? Quicker than you can yell, "Right rudder", the aircraft has been turned over the insurance company.



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>

Generally, most pilots would agree that a go-around is always the right choice. And most of the time, that's probably true. If there is a deer on the runway, a go-around is warranted. If you are high and/or have overshot the base to final turn, a go-around is warranted. If there is another plane on the runway, then go-around. And finally, if you cannot hold your aircraft on the centerline in a crosswind, a go-around is warranted. A go-around is almost always warranted while you are still on final, or at least, still airborne, and a runway issue or approach condition arises. Now, let's cover situations where a go-around might not be the best



choice, or at least, the only choice; For instance, when you have already touched terra firma with your gear.

Situation #1: You've Landed Long and You're Running Out of Runway

This has happened to all of us at some stage in our flying lives.

Is a Go-Around the best, or only, decision? I don't think so.

You've done Touch-n-Go practices, so why is this different? Well, a practiced touch-n-go is different for at least one reason. You knew you were going to do the touch-n-go well in advance and you have plenty of run-

way to do it. If you are confronted with less runway left to stop, you are in a stressful situation and you're not thinking touch-n-go, necessarily. Now you have to add power, retract some flaps, deal with that nose up trim, and retract the gear. All that takes time. Do you know how much runway you need to rotate or how much horizontal you need to clear the obstructions at the end of the runway? You are probably making a gut decision based on your experience. But you probably don't know with certainty regarding wind, temperature, density altitude, current weight, etc. Here's the decision as I see it. You can continue to apply brakes, thereby reducing your

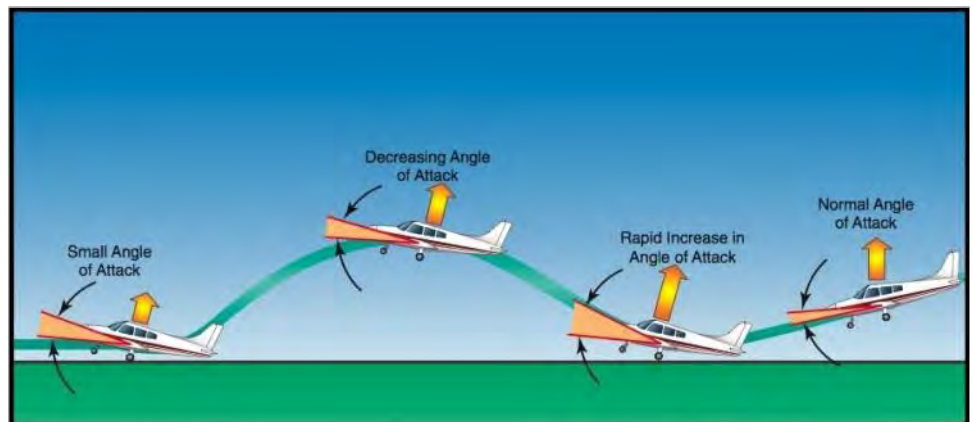
speed and reducing the impact force.

Or you can add power, adjust all your aircraft controls as mentioned above, and hope for the best.

Situation #2: You're being blown off the Runway by the Crosswind

You've managed to land your aircraft in a sporting crosswind, but as you lower the nose, she begins to veer off the runway. Now what? Is a go-around the best choice? Remember that your aircraft is still configured for a landing with flaps, power, trim, etc. You are in a situation where you have lost longitudinal control. Adding power will add yawing effects to

your control, and initiate a very strong desire to rotate ASAP to avoid those off the runway obstructions such as grass, mud, etc. Also, remember that you were either in a slip or kicking out of a crab as you added power and started to climb. This is certainly conducive to stalling and nosing



in rather than just an embarrassing prop plant at

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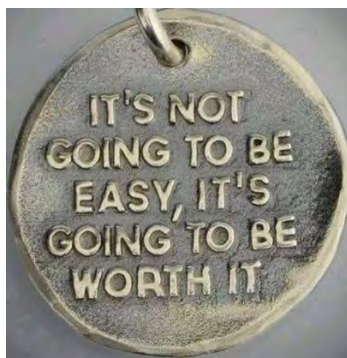
worst. There is no right or wrong answer, but it is worth thinking about this situation NOW, and having Plan B, ready to kick in. Can you make all the adjustments to your complex and/or high performance aircraft while veering off a runway at minimum, or a less than controllable speed?

Situation #3: A Bounced Landing

Some airplanes are less forgiving when it comes to hard landings, or a landing not made at precisely the correct airspeed considering the atmospheric conditions and the weight of the plane at touchdown. Incorrect airspeed or a vertical descent that is only slightly too high, usually results in a bounce. If you have enough runway, then adding power while maintaining proper nose up attitude, will usually result in a proper landing on that second touchdown. But what if you have done the proverbial two bounces. The old adage is that a prop strike is almost a certainty on the third bounce. So what should you do? I think that after the second bounce, you should consider a go-around. Why? Well, my reasoning is simple. You have made a mistake twice on this landing. A good landing is usually preceded by a good stable approach to flare and touchdown. That hasn't happened here. So, given enough runway, a go-around is warranted.

Conclusions

If something arises during your approach to land, a go-around is almost always warranted. These include crosswinds, objects on the runway, a non-stabilized approach, incorrect sink rates, or just pilot errors such as overshooting the turn to final, etc. After your aircraft has touched down, should you go-around? That decision takes judgement and hopefully some forethought. The "less bad" decision might be to take your lumps while on the ground and at a slow airspeed, as opposed to cleaning up the airplane while adding power, from a position that already is not optimal, (i.e., somewhat out of control). And it doesn't matter how many touch-n-go's you've made in a controlled environment. These will be done in highly stressful situations, after your aircraft has bounced, or veered off the runway, or is mostly out of runway. Definitely not your normal touch-n-go around.



Peter Albiez

The California Pilots Association commends Peter Albiez for his tremendous work as the CalPilots Editor for more than 7 years. In 2007, when then-editor Ed Rosiak ascended to become President, Peter agreed to take on the task of producing the bi-monthly newsletter in addition to serving as a Director at Large. He is now enjoying a well deserved reprieve from editorial duties having handed the job to Phil Corman.

With little fanfare, Peter quietly made improvements and subtle additions that have brought the publication accolades from across the nation. (Did you notice that beneath the title of the newsletter, Peter always placed a satellite photo of one of the airports that was featured in that issue. A nice touch, don't you think?) He oversaw the expansion of the newsletter, adding 33% more pages, full color photos, and incorporating a limited amount of advertising to keep costs in check.

It is unquestioned that Peter elevated the status of CalPilots newsletter and his work has been greatly appreciated.

Pictured below is Peter Albiez on the right and his successor Editor, Phil Corman on the left.



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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."



7 Ways You To Protect Your Airport



Phil Corman

Airport Appreciation Day
Consider organizing an Airport Appreciation Day. Have a pancake breakfast or a simple BBQ lunch. Provide a static display of airplanes. If you have an EAA Chapter, conduct a Young Eagles day for the kids and their parents. Have music and a Keynote address by your senior politician. We had CalFire there with their Attack Planes and CHP with their helicopters showing how they serve the community

A lot of pilots and airport people want to protect their airports, but initially, the task seems insurmountable. Good problem solvers, however, break big problems down into smaller more solvable ones. I want to handle the things that anyone interested in protecting their airport can do. This article is an overview, not a detailed roadmap. Additionally, this article does not address an airport that is in trouble. The article is more focused on proactive steps that can be taken to protect and strengthen the future of your airport.

Setup an Airport Association

It's a little bit of work, but it's not that hard. Initially, you do NOT need to incorporate or setup a 501c non-profit. That is a decision you can defer. Canvas all the pilots and businesses on the airport and near the airport. Ask them to come to 1-3 meetings to determine the support for an Airport Association, and if so, get names/addresses/emails/phones. Next step is to have a series of meetings to develop your Mission Statement.

I urge you to establish an Airport Association and not a Pilot Association. The latter is more about flying, fly-outs, Seminars, etc. An Airport Association focuses on the "airport" and will have a broader membership. In fact, it is wise to reach out to businesses downtown, chamber of commerce, and key public to join. Initially set the membership for free. Once you get a head of steam, then you can investigate member fees.

Airport Master Plan

A good example of an Airport Master Plan can be read by going to: <http://www.prcity.com/government/departments/publicworks/airport/master-plan.asp>. If done properly, this document becomes the central architectural specification for your airport for the next 10-15 years. It specifies your expected/intended growth, the additional airport requirements to support that growth, financial considerations, and more.

Airport Land Use Plan

An Airport Land Use Plan protects your airport from encroachment by non-airport develop-

ment. It contains all the information about your airport, Compatible Land Use Policies, the Airport Influence area, Safety Zones, Procedural Policies, etc. You can read a good example by going to: <http://www.prcity.com/government/departments/publicworks/airport/master-plan.asp>. There is an excellent Planning book from CalTrans on this topic than can be found at: <http://www.dot.ca.gov/hq/planning/aeronaut/documents/alucp/AirportLandUsePlanningHandbook.pdf>.

Communication & Newsletters

It is essential that you publish a regular Newsletter, and also maintain a website, if you have the resources. A Newsletter is your single most powerful tool to inform the membership and the greater public, and also a mechanism to cause action. All of your Association members should receive this Newsletter, but copies should be sent to all of your City Council, and key City Staff including Airport Manager, Director of Public Works, and City Manager. If you airport is County-owned, include the Supervisors. The Newsletter can easily be written using Microsoft Word and sent electronically in PDF format to everyone. It costs nothing but your time and your volunteers. The pen is mighty, as they say. Don't underestimate it! Go to here: <http://www.prb-association.com/Newsletters.html> to see examples of newsletters.

Meetings

Have regular meetings at the airport with your membership. Have a section on the projects that the Association is currently working on. Have the Airport Manager participate. Sign people up to help with the Association efforts. This is key.

Establish Rapport with Politicians

All politics are local. The biggest leverage you can have is to get a simple majority of City Council or County Supervisors working with you 1-on-1. Building these relationships takes time, but the investment is amazing. Focus on the airport and how it is a partner in the Economic Development of the area. In addition to politicians, get City/County Staff involved.



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

CalPilots does not sell or share members information

Starting a Local CalPilots Chapter in the North State

by Paul Osterman, Vice President, Region 1

What and where is the North State you ask? The North State is that portion of the state that lies well north of the Bay Area and Sacramento Metropolitan Regions. Anything north of an East West line just below Chico and South of the Oregon border is considered the North State, although Humboldt & Del Norte Counties refer to their region as the "North Coast."

By all measures, topographically, economically, demographically, and politically, this region of the California is incredibly different than the lower 2/3 of the State and both pilots, airports, and typical airport managements are no different.

In this region of the State, there are three Part 139 airfields with the remaining 42 airports all run by county road departments. You know, the departments where a County employee with little, if any education in airport management, and with no training, or experience either drew the short straw or was 'volunteered' to manage the airport and given perhaps 40 hours a year to do so. And in my very short tenure as the Region 1 VP for CalPilots I have had more than one airport manager tell me I am just one pilot; Translation: They plan to ignore, rather than listen and collaborate. How many other pilots have been given the same response to suggestions?

Now because the nature of our region is rural, economically challenged, and low in population, pilots in the North State have not been able to speak to Airport Sponsors, Managers, or elected officials in part because many airports either have no pilot tenants, or the numbers are small enough that it becomes easy for government employees to be dismissive as described above.

How do you work to modify airport manager's dismissiveness of pilots and move forward to achieve positive change for the benefit of our public airport infrastructure? You form a new CalPilots Chapter with pilots from several airports in order to reach sufficient membership numbers that Airport Sponsors, Managers, and officials will listen and you do it BEFORE there is a sudden or unforeseen threat.

Spearheaded by a few pilots and airport tenants at several area airports in Region 1, along with local businesses, and civic leaders, we began the effort to form a new airports association to better coalesce those interested in supporting our airports transportation infrastructure into a single strong recognizable voice.

And it's very straightforward: (1) Obtain approval from CalPilots to become a 501(c)3 charitable tax exempt chapter under their group exemption (2) File incorporation papers (Articles of Incorporation & Bylaws – CalPilots has templates) with the CA Secretary of State's office and get a corporate ID number (3) File for and obtain an Federal Tax ID with the IRS (4) File a SI-100 Charitable Organization Form with the CA Attorney General's office (5) File a Form 3500 or 3500A with the CA Franchise Tax Board requesting CA Tax Exempt Status...well that's the bullet point list and while there are a few other details to attend to, they are minor and internal to a new CalPilots Chapter.

A word to the wise...your efforts may be more successful than you think. Our new North State Aviation Association, still in the formation process, reached membership of over 130 within two weeks of the initial announcement.

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Cal Pilots' Carol Ford Receives Joseph Crotti Award

Joseph R. Crotti, former director of the California Department of Aeronautics was a strong advocate for civilian use of military air bases in California and throughout the West. Crotti served as aeronautics director under Govs. Ronald Reagan and Edmund G. (Jerry) Brown Jr. He also served for 15 years as Western regional representative for the 325,000-member Aircraft Owners and Pilots Assn. When he retired two months ago, the association honored him by creating the Joe Crotti Trophy for California General Aviation Advocacy. The award is made annually to a Californian who carries forward Crotti's advocacy of the most effective use of all airfields. This year's recipient is Cal Pilot Vice President Carol Ford.

Her work is exemplary and she works 24/7 to support California Airports. We are proud to count her as one of ours!



Aviation and airports are complex activities that cross many disciplines and often involve review by CalPilots General Counsel, Karl Schweikert (right). At least once each month, CalPilots President Corl Leach (left) confers with Schweikert at the offices of ChurchwellWhite LLP in Sacramento, just steps from the Capitol. More than simply a legal advisor, Schweikert is a skilled aviator as well possessing Airline Transport Pilot and Flight Instructor Certificates.

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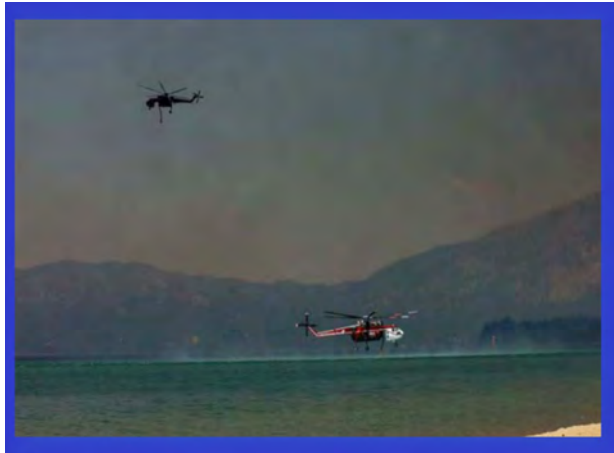
Airport Advocacy Tools

Generally speaking, we do not want to focus on “Saving” airports in California. Rather, we want to “preserve” and ideally “grow” airports in the state. This is a key point that needs to be made. Saving an airport is reactive and/or defensive. This is not the primary methodology to enable airports to thrive.

At Santa Monica, the effort is a defensive one. These battles usually lose and because the non-flying public outnumbers aviation folks by 100:1 or much more.

Pilots and Aviation Businesses are usually the strongest advocates of airports, but the focus demands that preservation and growth be directed at the non-aviation population.

I remember years ago that the general public was strongly for closing South Lake Tahoe airport. After the airlines left, only old rich guys used the airport. KTVL was on a slippery slope towards failure. Then the big wildfire happened. You might ask what does that have to do with the airport. After this large and devastating fire was controlled, the Chief was interviewed on the local news. He talked about



how difficult it was to contain the fire and they were constantly expanding the control lines as the fire jumped them and marched towards South Lake Tahoe. But then he made a seemingly innocent comment, “If it were not for this airport, there might not be a South Lake Tahoe anymore”. A few years

ago, the runway got a huge capital improvement. The point is that the airport became relevant to the 99.9% of the population.

As Airport Advocates, the mission should focus to “What does my airport do for me?” to the general population. Pilots talking to pilots will not affect the 99.9%. Saving cities from wildfires, earthquake first responder sites, medical evacuations, jobs, economic opportunities and the like hit home to Joe and Mary Q public.

Providing regular ongoing airport success stories to the local newspapers, radio and tv is a key communications element.

Emotional Things: Angel Flights and Pilots for Paws (Saving pets) hits emotional homeruns. Who doesn’t want to see a barking dog saved or a smiling child who was flown to receive critical medical attention.

Economic Impact: Showing politicians and the public the economic contributions that the airport makes to the local economy, especially in revenue and jobs touches all families. The University of Minnesota has developed an Economic Impact Model that, once populated with local data, can show the tangible and intangible impact of new development at an airport on the entire community.

Great Tools

NBAA Airport Advocate Guide

<https://www.nbaa.org/ops/airports/handbook/airport-advocate-guide-2013.pdf>

AOPA Airport Advocacy Guides

<https://www.aopa.org/advocacy/airports-and-airspace/airport-advocacy/resources>

Fire Season Has Begun

by Paula Jessup

It's that time of year again, Fire Season. TFR's (Temporary Flight Restrictions) are popping up all over the place. Flying from one place to another can be a real challenge at any given time as a lot can happen while you are up in the air or on the ground. Here are several things to consider. Where are the fires? Which direction is the smoke blowing? How bad are the smoke layers in the direction you are going? Are you intersecting the course of any air tankers flying to and from a fire? Also, you should know there can be a traffic holding area 12 miles away for aircraft working that fire. So how will you get the answers to these questions?

First off, how do TFR's for fires get placed online? The Dispatch from the Forest or District the fire is on will fill out a request for a TFR and send it to the FAA. The FAA approves, completes, and uploads TFR onto website. It can take time for a TFR to be loaded though. A lot can happen during that time period. Many websites will show the current fire TFR's in place if you are on the ground researching the path you wish to fly. When you are in the air, Flight Service will provide you with any TFR's along your route. The FAA actually advises you to call your local Flight Service Station for an updated list of TFR's.

Now here is an important question for you. Does the smoke only stay within the TFR for the fire? A couple of years ago I had two pilots stop in for fuel. One was a brand new pilot, the other was more experienced. I suggested they come into the office after fueling so that I could show them where all the fires were, and where the smoke was most evident. The new pilot told me he just needed to know the TFR's as the smoke will be over the fires, and that's it. I looked at the other pilot hoping he realized the new pilot's error. I showed both of them a website that depicts very nicely the smoke layers for the direction they were heading. The website I use is from wunderground.com: <https://www.wunderground.com/wundermap/?lat=39.52640533&lon=-119.81219482&zoom=7&pin=Reno%2C+NV>. I only select Active fire under the right hand layers drop down tab. Zoom out as far as you need. You could see the smoke layers all around the world. Winds can cause the smoke from fires to shift at any given time. Pilots need to be aware of any situations that they could face before or after their next fuel stop. The more information a pilot has, the

better decisions he/she will make, and the safer they will be.

Tankers. Why do you need to know about air tankers? Over the last couple of years, more and more tankers are being used to fight fires. These aircraft are huge. And fast. You may know where the TFR is for the fire, but do you know how many air tankers are in the air proceeding to and from tanker bases to fight those fires? At any given time, up to 6-7 air tankers can be traveling very quickly along that route. With the new ADS-B in and out equipment, you could find these aircraft easily. Otherwise, realize that there are 13 tanker bases in located in California: Redding, Rohnerville, Chico, Grass Valley, Ukiah, McClellan, Sonoma, Hollister, Porterville, Paso Robles, Hemet, and Ramona. During a busy fire season, the tankers will be utilized from these areas. One thing to note is that air tankers can respond from OR, WA, NV, or anywhere. VLAT's (Very Large Air Tankers) are only based at a few locations in the northwest and California because of runway lengths, weights, etc. so they could be responding from a long distance.

Great weather brings all of us out to the airport to fly. Be thorough in deciding your flight plan, getting a detailed briefing before you take off. Educate yourself with the resources available in order to make the safest choices possible. Ask questions. Make sure to keep your eyes open for all possible aircraft that could be sharing the skies with you, both planes and helicopters. You don't want to be in the sky and have this happen:



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Establishing Disaster Airlift Response Teams at our Airports

By Paul Marshall (DART Chapter Coordinator for Cal Pilots)



We can help protect all our airports and communities by establishing DARTs at Cal Pilots affiliate chapters and communicating our readiness and exercises to the surrounding communities through word of mouth and media. If all of us are running DARTs, we will be prepared to provide a lot of benefit to our communities, and help each other scale up a disaster relief into a really large operation should it become necessary. In 1985, after the Loma Prieta earthquake, 750,000 lbs of food was flown into Watsonville airport by bay area pilots to feed the people in the surrounding areas. The airlift was a huge success. More recently, an airbridge of GA aircraft operating out of Tehachapi airport kept a mountain community connected for several days after El Nino mudslides cut them off. Fortunately, an airport was located on either side of the highway blocked by 63,000 dump trucks worth of mud. The pilots said it was the most meaningful flying they had ever done. In California, Disasters will periodically happen, and pilots will be able to help. We might as well be better prepared for the inevitable and reap the airport preservation benefits of good publicity through our preparations. A community that knows it's airport is a resource to protect them in a disaster is more likely to want to keep that airport when a competing land use threatens it.

At San Martin airport, the SCAPA DART stands ready to help surrounding communities in an emergency. Each year we hold a disaster exercise at the local airport involving the surrounding cities' emergency managers and the Community Emergency Response Teams (CERTs) comprised of local citizens backed by FEMA. We make a very small scale airlift that models what we expect to do in a larger airlift necessitated by a disaster such as the Loma Prieta earthquake. Pilots get to fly, and some of the CERT members get a chance to fly which they love. We donate

food to the Saint Joseph's Food Pantry, which makes the event even more worthwhile. All volunteers bring some food that we can fly in a mock transport operation and then donate to Saint Joseph's. We also will ask a local food bank to donate to the Saint Joseph's Family Center Food Pantry, and if they do, run a few flights to nearby airports to pick up the food for delivery.

During the exercise, we run a volunteer sign-in table, a material and passenger check in table, a flight operations table, and ramp safety crew. We weigh the material and passengers and fill out aircraft load sheets to help assign the right amount of passengers and/or material for a given plane's payload. The pilots fill out a data sheet on their plane so that the flight operations staff know how much to assign. Pilots need to carry liability insurance on their plane. The ramp safety crew pulls the material onto a cart, brings it to the plane, and helps the pilot load the material. They also unload arriving planes. The ramp safety crew ensures that the public stays within the restricted safety zone established for that day. The entire effort takes about 5 hours from arrival at the airport to departure home.

This is valuable since it makes all the ground volunteers, pilots, and organizers know that they have done something worthwhile. Word-of-mouth accounts from the CERT members and emergency managers help remind the community of why it is a good thing to have a nearby airport. Media coverage can have a great benefit, too. Let's get these DARTs established at all our member chapters. We've been at this for 8 years, and where we started was a lot more modest than where we are today. Please start your DART today – We will help you with everything you need to begin. The important thing is to get started. Please contact me at paul.marshall@calpilots.org to talk about the possibilities at your airport.

AIRPORT ADVOCATE

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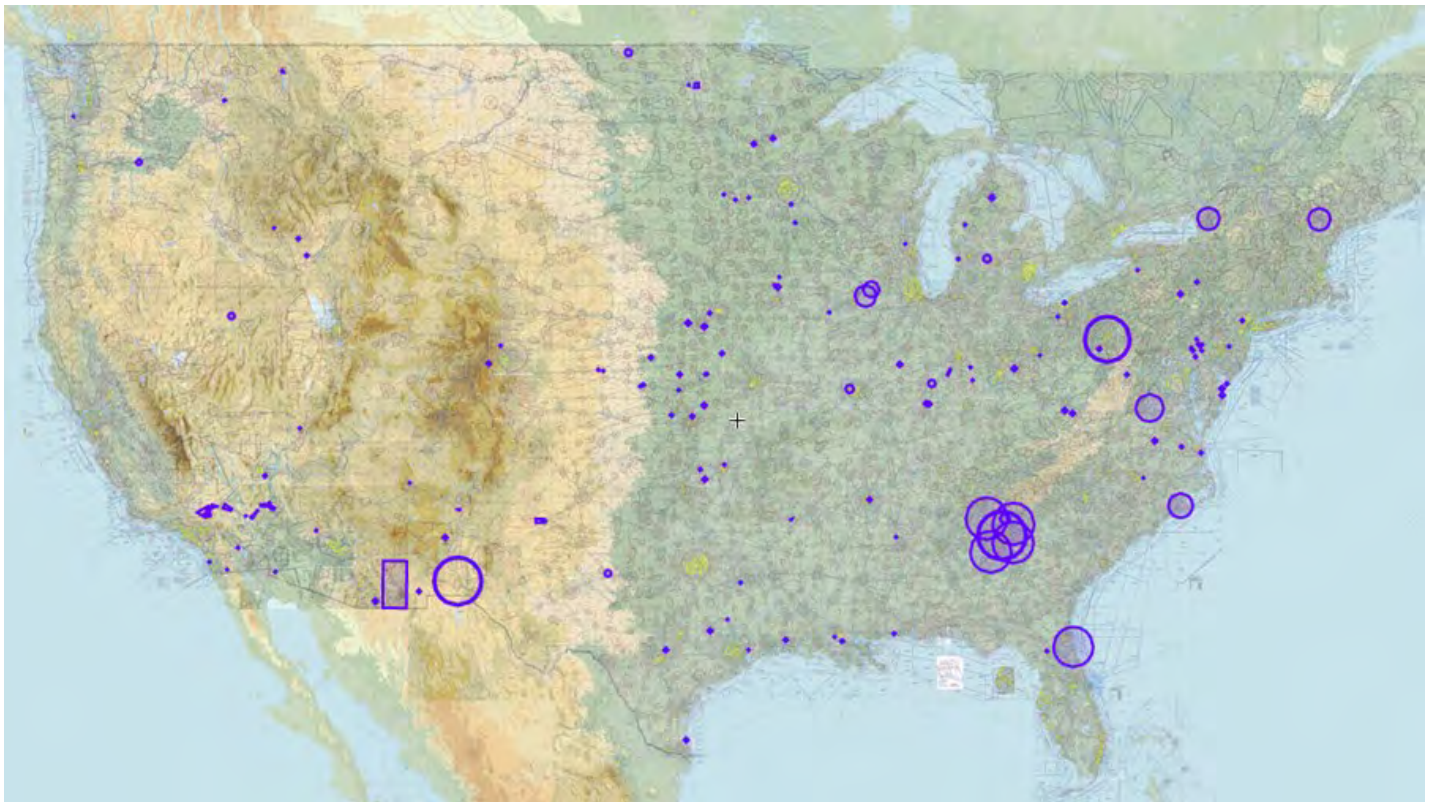
OPINIONS expressed in the *Airport Advocate* are not necessarily always those of California Pilots Association.

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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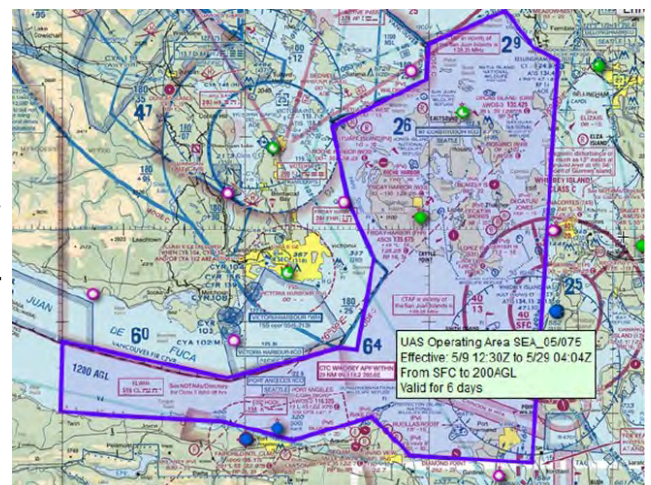
Drone Operations Near Airports and Enroute Altitudes



Thinking drones are limited to 400' AGL and therefore not likely to be a problem? Think again. A review of Drone NOTAMs (called and trademarked Dronetams by SkyVector.com website revealed UAS NOTAMs issued by 333 exempt holders, commercial and public entities in areas including and surrounding airports and at enroute altitudes that pilots may wish to become familiar. Although the two shown here at Cape Blanco State in Oregon and across a wide swath of the Northwestern Puget Sound Area are low altitude, they surprisingly do not

except airport traffic areas. I contacted several airport managers in these affected areas to inquire whether or not they objected to operations in and around traffic patterns and approach/departure zones as permitted by the FAA and how they planned to communicate their decisions to pilots.. To a manager, they all indicated they trusted the operators to remain clear of manned aircraft operations.

More Info: https://www.faa.gov/uas/regulations_policies/



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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.

PAC Committee Contributions can be made to payable to:

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