



November/December 2014

Serving Pilots Of California

Are Unreasonable Policies Killing Airports?

On August 13, 2014 the dedication of the rebuilt taxiway at Watsonville Municipal Airport was heralded by a ribbon cutting ceremony. The ribbon cutting was done by Don French, previous Airport Manager.

The rebuilt and repaved taxiway is located west of the north south runway and goes to and from the approach end of runway 9. The finished project culminated 10 years of frustrating delays and red tape caused by the California Fish and Game Department and US Fish and Wildlife Service.

The problem: is the airport an airport, or is it strictly a habitat for growing the Santa Cruz Tarplant (*Holocarpha macradenia*)?

The US Fish and Wildlife Service consider the plant "threatened"; while the California Department of Fish and Game considers it "endangered". It's a plant that some regard as a worthless noxious weed.

Tarweed is unpalatable to farm animals and wildlife. Up in eastern Oregon a different species of tarweed is sprayed with weed-

killer to allow other plants to compete for soil nutrients and water.

The Santa Cruz species' range is Santa Cruz and Monterey Counties. It's a primary succession species (first to establish) and relies on disturbances to exist, such as scrapping the soil, cutting competing grasses, or heavy grazing.

There are extensive acreages of the plant here. One of the big-

See Tarplant Continued on page 6)

SLO City Council, airport panel clash over development near Airfield

The city of San Luis Obispo and the commission that drafts the safety plans for the San Luis Obispo County Regional Airport are going to head-to-head over future development in the city.

The City Council this week took the first step to overrule the Airport Land Use Commission's decision that the city's update of its general plan, or its blueprint for growth, is inconsistent with the airport's safety plan.

That plan, in place for more than 40 years, determines what type of development can occur around the airport, taking into account both safety and noise impacts and to protect the airport from development that

would hinder its future operations.

Until now, if a development was inconsistent with the safety plan, the city and the commission would meet and negotiate. If the city's plan to overrule the Airport Land Use Commission prevails, it will no longer have to abide by the safety plan.

Both the city and the commission contend that they are following the required state guidelines, set forth by the Caltrans Division of Aeronautics, that dictate the boundaries of airport safety zones.

Yet, both plans are drastically different in size and scope.

The city claims that the commission's plan is built on non-verifiable

data that unduly restricts development in the southern half of the city. However, county senior planner Bill Robeson, who is a liaison to the commission, said the existing safety plan abides by state standards.

There are several potential sites for development that fall within the boundaries of the Airport Land Use Plan: the 150-acre Avila Ranch on the north side of Buckley Road, the 131-acre San Luis Ranch and the 300-acre Chevron property along Tank Farm Road. Those areas are either within city limits or in the city's sphere of influence.

Under the current airport safety

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- We are a non-profit public mutual California Corporation formed in 1949 and a Federal 501(c)(3).
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Presidents Corner by Corl Leach

Our 65th Birthday: Starting our Second Career!

The California Pilots Association marked a milestone on October 27, 2014 celebrating the 65th anniversary of its founding. Launched at a time when pilot groups were just beginning to take hold the aviators of California demonstrated great initiative in creating an organization of their own.

Chartered as the "California Aero Federation," our association was focused on advancing the "interests peculiar to pilots." Through the years the official purpose of the Association has been steered generally along that same course with occasional nudges toward areas of specialized emphasis. Presently, the short description of the Association's priorities are to preserve, protect, and promote California's General Aviation community and airports.

A Tale of Two Associations

September 20th, I attended the AOPA Regional Fly In at Chino, sharing the day in the CalPilots booth with Peter and Michele Albiez. As we engaged in conversation with numerous aviators who paused at our spot in the aircraft display area I marveled at the contrasting results of the paths AOPA and CalPilots had taken. Although only 10 years it's elder, AOPA displayed a presence that was immense, just as I'd expected of the juggernaut. Simultaneously, tucked under the left wing of a 40-year old Cessna 172 was CalPilots' effort to publicize its essential role defending airports in California.

For the next few days I pondered the incredible disparity in the visual presentation between the two groups. What are the underlying reasons one boasts counting nearly 2/3 of every certificated pilot in the nation as members while the other barely musters 1% of the aviators in its own state?

On the surface, and to no surprise, money plays a big part driving the differences. AOPA's annual revenues are more than 1,000 times greater than CalPilots total assets. Publishing numerous attractive magazines and informative websites, coupled with a host of skilled professionals on the payroll (including a phenomenal publicity and media relations staff!) creates excitement and enthusiasm that in turn becomes an effective tool for retaining and growing membership.

The clock is another important consideration. One look at AOPA's Frederick, Maryland headquarters reveals a large staff of employees charged with addressing the needs of its members while another team functions for the purpose of securing the funding necessary to fulfill their purposes. 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.

So, what did pondering and reflecting on the differences between such dissimilar organizations mean in a practical sense? It reinforced what I've always known but have to explain time and time again: CalPilots is not AOPA. Although their purposes are complimentary, and their ultimate goal is the same, the resources and capabilities each possesses are very, very different.

From its beginning in 1939, AOPA made it known its intention to do big things for the aviation community. Its earliest efforts centered on activities in Washington DC, taking on issues before the Senate and the Civil Aeronautics Authority, the predecessor to the FAA. It knew it had to accumulate the resources to enable it to be meaningful in the high-level arena in which it strived to engage. Achieving the capability to put full-time specialists on the payroll assures a continuity of strategy necessary to complete long-term programs.

The California Pilots Association began as -- and remains -- a completely grass-roots organization. Over the years, a parade of individuals marched through the ranks of its leadership, each bringing unique skill sets that enabled the Association to employ various tactics. When CalPilots was com-



"The California Pilots Association marked a milestone on October 27, 2014 celebrating the 65th anniversary of its founding."



"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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See Presidents corner (Continued on page 3)

CapPilots Our 65th Birthday: Starting our Second Career!

(Continued from page 2) Presidents corner

"To address our predictable needs, I'm committed to establishing the "CalPilots Academy." I have asked our current cadre of talented Directors and Officers to begin preparing top-level presentations that will be brought to a location near you in 2015."

prised of lawyers it was easy to address threats through legal channels. When aviation operations specialists were on the team, engaging airport managers in one-on-one discussions was often effective. CalPilots has always been required to modify its strategies based on the resources it had available.

Will You Answer the Call?

Looking at CalPilots going forward, I believe the previous paragraph identifies the most critical shortcoming of an "all volunteer" organization. An unbroken stream of enthusiastic and capable people must be recruited then groomed to assume leadership roles. Without this pipeline, the departure of a leader removes the workforce and the knowledge, experience, and skills they possessed. Given the long tenures of many current CalPilots leaders, it is reasonable to anticipate a significant personnel turnover in the not too distant future. This is a critical prognosis, but it need not be fatal.

To address our predictable needs, I'm committed to establishing the "CalPilots Academy." I have asked our current cadre of talented Directors and Officers to begin preparing top-level presentations that will be brought to a location near you in 2015. Focusing on educating individual pilots and aviation enthusiasts about the issues facing General Aviation in our state, we'll identify those who would enjoy a short-term appointment to a committee, project team, or perhaps something higher up. We recently increased our representation to 6 regions to afford more people an opportunity to be involved. Will you answer the call?

If you enjoy your engagement within CalPilots, you'll be encouraged to obtain additional training and experiences that will equip you to fill even more essential roles as a CalPilots leader. Of importance is that no one will be expected to serve in any capacity for more than a single 2-year term. (If you want to stay longer, we'll find a spot for you, but your first assignment won't be never ending!)

Lastly, it's absolutely essential that CalPilots establishes working relationships with those who possess professional skills and are willing to lend a hand on occasion. Are you an attorney? An accountant? An environmental or land use planning specialist? A great public speaker? CalPilots can use your help!

CalPilots Represented at the AOPA Fly-In At Chino Airport



Photos by Michele Albiez

Recap of 2014 CalPilots Annual Meeting at Castle Airport

CalPilots' members descended (literally) on Atwater's Castle Airport for their 2014 Annual Meeting. Though remote by some measures, it has a special place in the history of the California Pilots Association and served as an appropriate venue for marking the Association's 65th anniversary.

The Castle Air Museum extended a discounted admission to those attending the CalPilots event affording early-arrivals the privilege to wander the beautiful 20-acre grounds while inspecting scores of current and historical military and civilian aircraft.

Beginning at noon, a light lunch was served followed by CalPilots President, Corl Leach commencing the meeting at 1 pm.

Corl recognized the host of the event, Scott Malta, Castle Airport Manager. Though he wasn't anticipating saying much more than a brief hello, questions from the audience about the future of Castle Airport triggered a dynamic and entertaining monologue that evoked both laughter and insight into the issues facing remote airports in the current economic cycle.

Joining in the festivities as well was Ron Elliot, President of the Association of California Airports. With little encouragement, Ron engaged the crowd with an explanation of the close working relationship between CalPilots and the ACA giving special mention to the cooperation required to produce the annual California Aviation Day at the Capitol.

Finally diving into the business portion of the meeting, Corl reviewed the registration sheet and surveyed those in attendance to determine the presence of a quorum. This established, three minor changes to the Bylaws were presented to the membership for consideration:

- 1) Revision of CalPilots geographic administrative alignment creating six regions. Concurrent with the realignment was an expansion of the Board of Directors to create Region Vice President and Director At Large positions associated with each region.
- 2) Removal of the requirement that all Annual Members Meetings be held in the month of October.
- 3) Revision of the requirement that the Board of Directors Annual Meeting be held immediately following the Annual Members Meeting.

With some discussion, all items passed unanimously by voice vote.

The last activity of the Members Meeting was the election of Officers and Directors. The slate presented and accepted unanimously by voice vote included:

President: Corl Leach.

Vice Presidents:

Region 2: Joe Borzelleri

Region 3: Carol Ford

Region 5: Ed Story

Secretary: Charlene Fulton

Treasurer: Walt Wells

Directors at Large: Peter Albiez, Bill Sanders, Bill Turpie, and Andy Wilson.

With the business of the Association complete, a short break preceded the program by Jacquie Warda, known simply as "Jacquie B" in the Airshow circuit. (Thanks to the Modesto Pilots Association for sponsoring Jacquie's appearance!) With the assistance of a few short, energetic videos, Jacquie provided an insider's perspective into airshow preparation and execution.

No meeting of California's aviators could be complete without including an update on the political adventure accompanying the Santa Monica Airport. CalPilots VP Ed Story (who does double-duty as a member of the Santa Monica Airport Association's Board of Directors) gave the up-to-the-minute status of the competing measures seeking to direct the future of SMO. With aviators backing Measure D and the City Council wanting to hang on to their own interests through Measure LC, there is no lack of drama or money being tossed into the fray.



Corl Leach
CalPilots President



Scott Malta
Castle Airport Manager



Ron Elliot
President of the Association
of California Airports



See Annual Meeting (Continued on page 5)

Recap of 2014 CalPilots Annual Meeting at Castle Airport

(Continued from page 4) Annual Meeting

"Prior to adjourning the day's activities, Corl reminded everyone that CalPilots is still accepting volunteers to assist with numerous Association tasks."

The final activity of the day was an FAA Safety Team presentation on the topic of "Preparing for a Practical: Check Rides and Flight Reviews." Conducted by Designated Pilot Examiner Vince Nastro, the program attracted many fly-in guests from across the area.

Prior to adjourning the day's activities, Corl reminded everyone that CalPilots is still accepting volunteers to assist with numerous Association tasks. Additionally, the silent auction was closed and a fond farewell cast toward those in attendance.

The 2015 CalPilots Annual Meeting location and date will be announced in early January. (We want to make sure next year's ICAS Air Show schedule is released before we attempt to select a venue.)

Websites:

Association of California Airports: www.calairports.org

California Aviation Day at the Capitol: www.caaviationday.com

Castle Air Museum: www.castleairmuseum.org

Castle Airport: www.flycastleairport.com

FAASafety Team: www.faasafety.gov

Jacque B. Warda Airshows: www.jacquebairshows.com

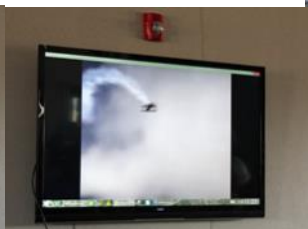
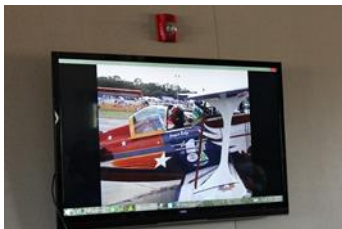
Santa Monicans for Open and Honest Development Decisions: www.smvotersdecide.com



Edward Story
VP Region 5
Speaks On SMO Ballot D



Vince Nastro
Designated Pilot Examiner



"Jacque B"
Talking about Air Shows



For this who don't know Castle was Castle Air Force Base (1941-1995) Home of the 93d Bombardment Wing and 93d Air Refueling Squadron,

Photos by Michele Albiez

"Where's the CalPilots President?"



1) With Randy Thompson, President, Tehama County Aviation Association, Red Bluff



2) With Jack Williams, President, Big Bear Airport Pilots Association



3) CalPilots Annual Meeting at Castle

CalPilots
Welcomes
Joe Borzelleri
as
VP Region 2



ChurchwellWhite LLP Offers CalPilots Legal Expertise

Sacramento law firm ChurchwellWhite has extended an offer to assist the California Pilots Association by providing limited pro-bono legal expertise in numerous areas.



Serving as the primary attorney in this relationship is Karl A. Schweikert. An experienced Airline Transport Pilot tallying more than 4,500 hours in his logbook, Karl's focus within the firm

is litigation, aviation and airport land use, governmental relations, and administrative law. Each of these is a specialization of significant importance to CalPilots as we engage in efforts to preserve, protect, and promote California's General Aviation community and airports.

Additionally, founding partner Steven G. Churchwell recently completed his flight training and now possesses a Private Pilot - Airplane Certificate. Congratulations, Steve!

Are Unreasonable Policies Killing Airports?

(Continued from page 1) Tarplant

gest is east of Amesti Road and the south side of Pioneer Road. And guess where else it occurs, on Watsonville Airport where the grass is mowed to reduce fire danger and produce hay. The California Department of Fish and Game insisted on preserving every tarweed plant.

Before the fix-the-deteriorated-taxiway-project could proceed and be funded, surveys and studies costing \$300,000 had to be approved by the Fish and Wildlife Service and State Department of Fish & Game.

This took 10 years. In the interim, airplanes risked propeller damage, jets risked engine damage by ingesting rocks and pieces of old asphalt being thrown up by the nose-wheel tire.

Once the engineering was complete, the grants obtained and bid awarded, the Department asked the airport for \$127,000. Why? To compensate for destroying less than 10 tarplants, prior to beginning the construction project.

Current airport management (Rayvon Williams) refused, and asked the FAA and US Fish and Wildlife Service to intercede. Neither government agency was successful. The airport was left to complete the construction by modifying the construction process to avoid Tarplants, adding more time and cost.

Now that the taxiway reconstruction which required extraordinary persistence by airport management is complete, the next challenge is another environmental hurdle. The old Visual Approach Slope Indicator (VASI) lights need to be replaced with modern Precision Approach Path Indicator (PAPI) lights.

PAPIs' are needed to provide additional glide slope guidance over houses on short final to runway 20. And they are crucial in low visibility instrument approaches to runway 2 coming in from the Monterey Bay.

The lights require a four foot square concrete base. You would think this should be simple? Nope. This potentially life saving installation is not allowed, because it might, might kill some tarweed.

Does the Department think the weed is more important than human life and valuable property? And apparently it's tolerable with them if an aircraft has an accident and kills some tarweed? It's a case of irrational priorities or fanatical obsession by pseudo environmentalists.

The question is: how many other airports are having their improvement and maintenance projects stopped or delayed--and costs escalated by unreasonable demands and policies? And, what can be done to change these absurd policies or rules? Have our local US and State representatives been contacted? Yes. And what have they done to curb the CA Department of F&G - nothing.

See Tarplant Continued on page 11)



"And apparently it's tolerable with them if an aircraft has an accident and kills some tarweed? "

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

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

Cal Trans Link to newsletters :

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

Napa Airport Provides Staging Area for Earthquake Response

"This earthquake actually showed how a GA airport can be much more than a GA airport during a disaster," said Willey. "The California governor's Office of Emergency Services flew in on helicopters and set up in our offices and the main terminal."

When the largest quake to hit Northern California since 1989 struck just south of Napa in the early morning of Aug. 24, its epicenter was less than 2 miles from Napa County Airport (APC), but the airfield stayed open and provided a critical staging area for disaster response.

"It was a busy weekend, and the ramp and hangars were full, but we had triple-chocked the aircraft and luckily none moved or sustained damage," said Mark Willey, CEO of Napa Jet Center, the FBO on the airfield. "Everyone, including our charter flights, was able to fly out on schedule."

The fuel farm, which is above ground, never lost power, and the FBO offices and the terminal were quickly running off backup generators, he reported to the National Business Aviation Association.

The earthquake shattered the windows in the tower, putting it temporarily out of service, but operations are continuing with radio clearances from nearby Oakland Center.

"It's just like coming into any uncontrolled general aviation (GA) airport, or coming into this airport at night," said Willey.

There is already a contractor on-site repairing the tower, and airport authorities have set up a temporary tower on the airfield.

"This earthquake actually showed how a GA airport can be much more than a GA airport during a disaster," said Willey. "The California governor's Office of Emergency Services flew in on helicopters and set up in our offices and the main terminal. We have a lot of space on this airfield, so PG&E [Pacific Gas & Electric] has also been using it as a mobile command center for disaster response."

About three months before the quake, Napa Jet Center, the Napa County Airport manager's office, Cal Fire and the control tower staff held a tabletop exercise of the FBO's emergency response plan

"That helps you be prepared, when you're training and working together on your safety management system," said Willey.

Operations at the airport the week after the quake were about 50% below normal summer volume, mainly due to visitors postponing trips, but Willey reported that traffic has been picking up recently.

"Within minutes of the quake, at 3:30 a.m., our local first responders were at work," said Willey. "On Aug. 24 and since, everyone in the business aviation community has reached out to us, from our neighbors at Sonoma Jet Center to colleagues on the East Coast. That's what this industry is all about."

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FAA to Begin Accepting Helicopter Noise Complaints

Many helicopter noise complaints near Van Nuys Airport occur during wildfire season, but emergency services are exempt under new regulations aimed at reducing noise from helicopters. The Federal Aviation Administration will begin taking complaints about helicopter noise in Los Angeles County after receiving pressure from legislators. Rep. Adam Schiff (D-Burbank) said establishing a comprehensive complaint system is a necessary first step for gathering data about the extent of the problem and possible solutions.

"While we are still waiting for final details — would this merely monitor noise levels or identify the helicopters causing the problem — the establishment of a countywide helicopter noise complaint system could be a significant development in our years-long fight to give L.A. residents the relief that they deserve," Schiff said in a prepared statement.

As first reported by the Los Angeles Daily News, the regional manager for the FAA's Western-Pacific region announced this weekend the agency has approved funding for a countywide noise complaint system regarding helicopter operations. Contracting for the project will take approximately three months, and the system should be operational by the beginning of 2015. The one-year

program will cost \$250,000.

"This system will now give all residents countywide a place to lodge helicopter noise complaints and will provide irrefutable data identifying helicopter noise hot spots, so our organization can work with pilots and the FAA to stop the noise," said Bob Anderson, president of the Los Angeles Area Helicopter Noise Coalition.

Anderson said they are working with the FAA and pilot organizations on an agreement regarding voluntary noise-reduction practices.

An FAA report released in May 2013 supported voluntary measures over regulations in Los Angeles. The complaint system was one of six recommendations from the report. However, the report drew criticism from advocates and lawmakers who felt that was not enough.

In June 2013, members of the Los Angeles congressional delegation introduced the Los Angeles Residential Helicopter Noise Relief Act. The bill, which passed this year, requires the FAA to develop regulations for reducing the impact of helicopter noise on LA County residents unless the FAA can demonstrate the effectiveness of its proposals for voluntary noise reduction.

Noise has been an ongoing concern at Van Nuys Airport — one of the busiest general aviation airports in the world with private, chartered and small commercial aircraft. According to the FAA report, residents near the airport have noticed an increase in helicopter and low-flying operations in recent years. The report noted several suggestions for Van Nuys, including dispersing arrival and departure routes, raising altitudes and using video pooling for news-gathering flights.

Los Angeles World Airports, which operates Van Nuys Airport, accepts complaints through the [WebTrak](#) flight tracking system website. Last year, Van Nuys received 18,300 noise complaints with approximately 5,500 of them related to helicopters. The complaints increase during fire-fighting season and oftentimes come from a small group of residents, according to a report in Aviation International. Emergency operations are exempt from the Helicopter Noise Relief Act.

An estimated 57 helicopters are based on Van Nuys. By Matt Thacker on Sept. 22 Post-Periodical



"Rep. Adam Schiff (D-Burbank) said establishing a comprehensive complaint system is a necessary first step for gathering data about the extent of the problem and possible solutions."



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SLO City Council, airport panel clash over development near Airfield

DISPUTE OVER SAN LUIS OBISPO'S AIRPORT AREA

The city of San Luis Obispo and the Airport Land Use Commission disagree over how much space the airport needs for a safety buffer and, as a result, what kind of development can occur around it. Here's a look at the two general boundaries in question and how they differ, as well as the location of fatal air crashes since 1990.



(Continued from page 1 SLO)

plan, residential development would be limited — which is a stark contrast to what the city envisions.

"If we want to talk about density and building housing, it has to happen in the south," said

Councilwoman Carlyn Christianson. "No one is saying they want to build anything encroaching on the safety zone — or closer than state guidelines allow."

The commission is in the process

of updating its airport land use plan — a draft of that new plan should be available in the next six months, said Robeson. Derek Johnson, the city's community development director, said that so far he has not been able to get a copy of it.

Johnson contends that instead of abiding by the state aeronautics act, the commission makes arbitrary decisions about land use.

"There is a standard methodology for predicting risks and forecasting noise," said Johnson. "Instead, development decisions are based on horse trading with arbitrary decisions being made by a group of appointed people only interested in the airport."

Johnson said he anticipates the safety zones will get bigger with the new plan. But Roger Oxborrow, a 30-year veteran of the commis-

sion, said it will not. He said the update will reduce the plan's threshold by 2,500 acres.

"What is going on is the city is aggressively attacking the plan, the commission and its members in an attempt to do everything it can to discredit and denigrate it," said Oxborrow.

Some council members have equally as little faith in the commission.

"I would describe the past actions of the commission as a combination of arrogance and ignorance and it is very troubling," Christianson said. "Their actions directly affect the ability of the city to make decisions about its land use."

To overrule the commission the city must submit its reasons to both the Airport Land Use Commission and the state division of Aeronautics — at which point both agencies have 30 days to respond. The City Council will then make

See SLO (Continued on page 11)

"No one is saying they want to build anything encroaching on the safety zone — or closer than state guidelines allow."

FAA Selects Four Unleaded Fuels for Testing



"The fuels were submitted for consideration through the Piston Aviation Fuels Initiative (PAFI), a joint industry-government effort to facilitate the development and deployment of a new unleaded avgas that will meet the needs of the existing piston-engine aircraft fleet."

The FAA has selected four unleaded aviation fuels to undergo initial testing at the agency's William J. Hughes Technical Center. Two fuels developed by Swift Fuels and one fuel each developed by Shell and TOTAL will undergo laboratory and rig testing beginning this fall and concluding in fall 2015.

The fuels were submitted for consideration through the Piston Aviation Fuels Initiative (PAFI), a joint industry-government effort to facilitate the development and deployment of a new unleaded avgas that will meet the needs of the existing piston-engine aircraft fleet. In addition to AOPA and the FAA, the PAFI steering group includes the American Petroleum Institute, the Experimental Aircraft Association, the General

Aviation Manufacturers Association, the National Air Transportation Association, and the National Business Aviation Association.

"This is an important milestone in the search for a replacement for leaded avgas," said AOPA President Mark Baker. "We appreciate the collaborative efforts of everyone involved to keep the process moving forward while ensuring the needs of the aviation community are considered at every step along the way."

Before choosing fuels for testing, the FAA evaluated all proposals submitted through PAFI in terms of impact on the existing fleet, production and distribution infrastructure, environment, toxicological effects, and anticipated cost of aircraft operations.

The results of the initial testing phase will determine how many fuels continue to full scale testing in engines and aircraft. That second phase of testing, which the FAA expects to complete in 2018, will produce standardized data for the prop-

erties, performance, and certification of one or more fuels.

The testing program has earned support in Congress, which provided \$6 million to fund PAFI in the 2014 fiscal year. Both the U.S. House and Senate Appropriations committees have proposed providing another \$6 million for the program in fiscal year 2015.

There are approximately 167,000 aircraft in the United States and a total of 230,000 worldwide that primarily rely on the currently available 100 low-lead avgas for safe operation. It is the only remaining transportation fuel in the United States that contains added tetraethyl lead (TEL) needed to create the very high octane levels required by high-performance aircraft engines. Operations with inadequate octane can result in engine failures.

By Elizabeth A Tennyson
AOPA Director of Government Affairs
September 8, 2014

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CALIFORNIA PILOTS ASSOCIATION REGIONS



CalPilots PAC Fund
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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 public benefit corporation and a Federal 501(c)(3) nonprofit organization, CALPILOTS cannot engage in any "substantial amount" of political activity. The PAC provides an opportunity for the aviation community to support "aviation-friendly"; legislators and candidates. This includes members of city councils, county boards of supervisors and state legislators. Through the PAC the aviation community can support legislation that is favorable to aviation.

The PAC Trustees decide which California Senate and California Assembly incumbents or candidates to support or oppose. Local airport pilot representatives decide which city council or county supervisor candidates to support. Local pilots groups have found that banner towing can be a very effective means of supporting a local "aviation-friendly" candidate. For example, a banner might read "Smith for Supervisor" or "Jones for City Council" or a direct contribution to their campaign. Information for supporting a local candidate can be obtained by contacting the PAC Committee, or 1-800-319-5286.

PAC Committee Contributions can be made to payable to:

CALIFORNIA AIRPORT AND PILOT PAC

Chairman

P.O. Box 4489
Long Beach, CA 90804
PAC contributions are not tax deductible.
CALIFORNIA AIRPORT AND PILOT PAC
California ID 811653

(Continued from page 6) Tarplant

It's time for all pilot groups, local associations, AOPA and Cal-Pilots to take action. It's a safety issue as well as an economic issue.

Here is an excerpt from The Elkhorn Slough Coastal Training Program Last updated: Sep 6, 2007 21:53

The species is known to tolerate grazing and to decline in pastures where grazing is discontinued, allowing weedy exotics to create a tall overstory that inhibits growth of the lower statured tarplant and other low herbs

(Hayes and Holl 2002). Several populations have had high numbers when grazed and suffered drastic declines after the cessation of grazing. A population at the Watsonville Airport, with a mowing regime that simulates grazing, has supported between 400,000 to as many as 27 million plants, fluctuating in relation to rain-fall; the site is vulnerable to development. Editor

(Continued from page 9) SLO

a final decision, which will require a four-fifths vote.

If the council succeeds, the city will have sole discretion over future development. The override will also shift the liability away from the airport.

"The state statute says that liability

shifts from the airport but not who it shifts to," said Johnson. "A person would have to show a causal relationship between an accident and the city's decision."

Johnson said because the city will use safety zones based on the state standards, it will not increase its risks of future claims.

What is the Airport Land Use Commission?

The commission is a seven-member autonomous committee created by the State Aeronautics Act. Two members are appointed by the county Board of Supervisors, two by the mayors select committee (all of the mayors in the county), two people are from airport operations and the final person is appointed by the committee itself.

By AnnMarie Cornejo Sunday, August 24, 2014 reprinted from The San Luis Obispo (CA) Tribune

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