



CALIFORNIA PILOTS ASSOCIATION

November/December 2015

Serving Pilots Of California

Pilots come together to help those affected by storms

Pilots in Tehachapi used general aviation planes to help people stranded by the October 15th mudslides get back home.

Ken Hetge, the owner of Recover Your Cub, a maintenance and rental aircraft facility in Tehachapi, said after seeing the storm he decided to gather local pilots to help on Friday morning.

"We decided to come out to the airport, put a call into the local pilots who we thought were available to fly, and we put these guys into action," said Hetge.

He said about 10 local pilots made flights between Tehachapi and Mojave.

He said they flew about 65 to 70 people who were stranded, including some pets.

"A couple of our flights did have some animals and dogs in the back seat," he said.

He said the pilots who volunteered, free of charge, made the effort possible.

"Those are the guys that are the true heroes. They were the ones that were in the airplanes. They were flying back and forth getting

the people from point A to point B," Hetge said.

Andrew Angellotti was one of the pilots who helped pick people up, including three women stuck in the mudslide.

"This weekend has been some of the most meaningful flying I have done in my entire life. I have been flying airplanes for 11 years, and it's amazing to help people," Angellotti said.

See New Cuyama (Continued on page 9)

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Bob Hope Airport 'B6' parcel sells for \$72.5M

In a unanimous decision during a closed-session meeting, the Burbank-Glendale-Pasadena Airport Authority board agreed to sell a 59-acre parcel of land it owns in trust, known as the "Opportunity Site" or "B6 Parcel," to Gardena-based Overton Moore Properties for \$72.5 million.

The property is west of Hollywood Way and south of San Fernando Road. Proceeds from the sale are expected to be used to partially fund a proposed \$400-million 14-gate replacement terminal at Bob Hope Airport, which airfield officials

have said they would like to build on a neighboring 49-acre parcel known as the "Adjacent Property."

The airport had proposed zoning changes to the Opportunity Site prior to the sale in order to increase its value and potentially create a specific plan for the area that may have been more attractive to interested developers.

However, airport officials abandoned that proposal earlier this year amid strained negotiations with the city over the terminal project.

"I'm happy with the price that we were able to get for the sale," said Frank Quintero, president of the airport authority board. "It will now be up to the Burbank City Council and the residents of Burbank to decide what will be developed on the property."

The airport has chosen to leave the matter of rezoning to the city and the developer — it is being sold unentitled. The sale agreement is subject to review by Bank of New York Mellon, the property's trustee.

A workshop presentation in September 2013 included a size

See Bob Hope (Continued on page 11)

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California Pilots Annual Meeting Recap

It certainly was "A Capital Idea!" With the leaders of California's aviation regulators and overseers centered in Sacramento, the location for this year's CalPilots Annual Meeting made sense.

With a venue generously provided by Scott Powell and the Sacramento Jet Center, more than 200 members of the General Aviation Community descended into Sacramento Executive Airport [SAC] to engage in a day of aviation education and entertainment.

The day began with the Annual Meeting of the California Pilots Association members. The Election of Officers and Directors was the primary item of business as individuals who had been appointed earlier in the year were officially brought on board.

With decades of experience plying the skies of the Sacramento Valley as a television reporter and helicopter pilot, Dann Shively brought his aerial observer's perspective to life in a visually intensive presentation focusing on abandoned and closed airfields. The captivating program instilled a sense of urgency into those assembled as they witnessed examples of once-thriving General Aviation facilities being swallowed and converted to development projects.

Rod Machado took center stage following the lunch break. A perennial participant at numerous national events including AirVenture in Oshkosh, Rod returned to NorCal for the first time in years, bringing his own style of story telling to the crowd. The laughter emerging from the SacJet hangar was all you needed to hear to conclude he brought his "A game" to the show! Besides just performing, Rod was given a first hand introduction to the California Pilots Association to which he exclaimed, "I didn't know CalPilots did all that!"

Wrapping up the day's presentations was Gary Cathey, the Chief of CalTrans Division of Aeronautics. As the state's number one aviation infrastructure manager, he brought a comprehensive explanation of "what's what" within California's GA airport arena.

Of particular note was the revelation that the Division only receives 3% of the tax revenue generated by aviation fuel sales, an amount that is not only insufficient to assure continuous maintenance of existing airports but prevents many needed improvements from occurring. Fortunately, the FAA is beginning to press states to stop diverting aviation revenue to unrelated funds.

(Note: CalPilots will keep an eye on future legislative activity related to aviation funding and fervently engage the elected officials to press for better support for the Division of Aeronautics!)

There were additional presentations highlighting local and regional programs aimed to employ general aviation in ways that benefit society. Paul Marshall explained the DART (Disaster Airlift Response Team) template to create meaningful relief efforts at their own airports. CalPilots is looking forward to working with Paul and the South County Airport Pilots Association to bring DART to our Chapters and other interested organizations.

Chris Nelson brought the Flying Samaritans to our consciousness highlighting their use of GA aircraft to transport medical specialists to remote locations in the Southwestern US and Mexico to provide care for people in need.

It was truly a day of educational and entertainment opportunities that was well worth the time to attend!

Of course, an event of this magnitude relies on the help of many volunteers. The Cal Aggie Flying Farmers in Davis, Mach 5 Aviation in Auburn, and members of the Lincoln Regional Aviation Association provided Financial and other support "thank you" also goes out to the members of EAA Chapter 52 (Sacramento-Yolo County), the Sacramento Valley Pilots Association, and other individuals



CalPilots General Counsel Karl Schweikert (left) discusses state aviation policies with Division of Aeronautics Chief Gary Cathey (right) at the Division office in Sacramento.



California Pilots Annual Meeting Photos



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 :

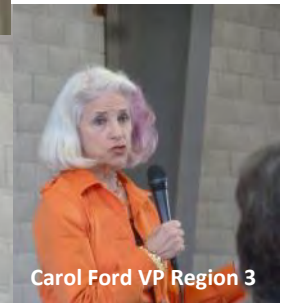
<http://www.dot.ca.gov/hq/planning/aeronaut/documents/newsletters/index.htm>



Abandoned & Closed Airfields
by Dann Shively



Ron Machado



Carol Ford VP Region 3



Gary Cathey CalTrans Div of Aeronautics



Corl Leach President
Of CalPilots



Peter Albiez Charlene Fulton



Presidents Corner by Corl Leach

I'm very proud of the volunteers who comprise the California Pilots Association. They're some of the most knowledgeable and dedicated people I've ever met. I'd like to end 2015 by highlighting some of the many things they've accomplished over the past year...

CalPilots was involved and engaged in many issues and activities benefiting General Aviation. There were appearances at Airport Land Use Committees, City Councils, and Board of Supervisors. Conferences with State Division of Aeronautics personnel and FAA officials were frequent as we sought their expertise in the application of legal interpretations. Comments were submitted to NPRMs and many other proposed legislative actions.

Collaboration remained the key to successful advances for and defenses of general aviation. CalPilots partnered with its fellow aviation associations, the Association of California Airports, AOPA, NBAA, and other alphabet groups to produce the California Aviation Day at the Capitol.

While its own expertise on airport issues is impressive, CalPilots seeks to export its skillset to local organizations that are often in a far better position, both geographically and politically, to take on challenges at their airports. Our leaders provided guidance to many individuals, Chapters and affiliated Associations assisting them on the path toward ensuring regulatory compliance by their airport sponsors.

This year saw the inclusion of many new faces within the Association. I'd like to personally thank each of them for lending their energy and expertise to become the new cadre of California's General Aviation leaders. Of course, those who have continued to serve deserve significant praise, too, as they take on the added tasks of educating those who are joining them. You can see your own regional representatives on the roster page. Drop them a message and say "thanks!" for stepping forward.

The face of CalPilots remains its Airport Advocate publication. Longtime Editor Peter Albiez deserves immense credit for his work in this arena. Under his guidance the publication continues to receive accolades from its peers. Additionally, in 2015 he led the effort to increase the distribution and content breadth of the publication and initiated an advertising program that offset costs and ensures its financial viability.

Most importantly though, I'm very proud of you, the CalPilots members who have recognized the importance a State-level organization plays in the protection of public use airports. CalPilots would not have been capable of performing its activities without the resources you provided. I encourage you to resolve to become personally involved in CalPilots' activities as 2016 unfolds.



"While its own expertise on airport issues is impressive, CalPilots seeks to export its skillset to local organizations that are often in a far better position, both geographically and politically, to take on challenges assisting them on the path toward ensuring regulatory compliance by their airport sponsors."

TFR VIOLATIONS



by Mike Jesch

Contributing Writer and Member California Pilots Assn.

Probably the highest proportion of Pilot Deviations these days is TFR violations, especially those of the Presidential variety. I don't know anybody who likes these TFRs, apart from maybe the Secret Service, if they even know about them. Nevertheless, we get to deal with them, so it's best if we take every opportunity to learn about them, understand them, and comply with them, lest we want to incur a mandatory sabbatical from our flying passion.

According to my local FSDO contact, the last time we had a Presidential TFR in the Los Angeles area, we had at least fifteen violations and probably more! Clearly, the word is not getting out, and proper respect is not being paid to this airspace.

Your first line of defense is to know about them. Any time you hear on the news that POTUS is on the move, you can expect a TFR to go along, so best to pay attention. Visit tfr.faa.gov for updated information on scheduled TFRs of all types, and pay particular atten-

tion to security TFRs. Call Flight Service by phone before flight, or on the radio in flight, to get the very latest. Use Flight Following while en route, and ATC can help you avoid these areas.

Use your onboard tools like WingX, ForeFlight and the like, but understand their limitations. We recently had an occurrence where a pilot was using ForeFlight with a Stratus2, and inadvertently violated a Presidential TFR that wasn't displayed. It turns out that you can turn off the display of TFRs in ForeFlight, so even though ForeFlight knew about the TFR, it didn't tell the pilot. Make sure you have TFRs turned on! In WingX, TFR display is always on, so if WingX knows about it, it'll tell you.

Second, don't rely on your iPad or your installed avionics to just avoid the airspace. We all know that your WAAS-assisted GPS position is very accurate, but know that the ATC radar system trumps your GPS.

See TFR (Continued on page 7)

"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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The California Pilots Association

Welcomes Region 1's Vice President and Director-at-Large

"CalPilots Welcomes the as our newest Members of the Board"



Paula Jessup
Region 1 VP

Eleven years ago I started getting into the Airport side of things while working at Modoc County Public Works. In 2004, I was given the opportunity to switch from Modoc County Public Works to City of Alturas

Public Works. Two of the interview questions were "Can you drive a stick?" and "Do you think you could learn to fuel a plane?" I said yes to both and have never been happier! I personally think I have the best job ever as the Assistant Airport Manager here at the Alturas Municipal Airport! Each year, I am given the privilege to learn more and more on what it takes to be a great Airport manager. The next step? Getting my pilot's license!



Paul Osterman
Director-at-Large

Schellville Airpark in Sonoma was the site of my first flight in a 1929 Navy New Standard Bi-Plane owned and flown by a friend of my Father. I recall during a

loop on that flight that my seatbelt came undone at the top of the loop in the open cockpit aircraft...I simply held onto the tubular bottom longerons on either side of the seat. Earning a Commercial certificate with an Instrument rating while in college I now live in the experimental world having built and actively fly a Van's RV6A with a slider canopy. Remaining active in several current RV projects, I look forward to representing the interests of pilots and airport users in the Northern most ten counties of California.

Alturas Airport is an ideal stopping spot for helicopters and aircraft fighting fires

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Fire season was a much anticipated and well planned event in Alturas this year especially as Modoc is in extreme drought conditions. Due to its geographical location in Northern California, situated at the base of the Warner Mountains, Alturas is an ideal stopping spot for helicopters and aircraft fighting fires. In preparation for this, the assistant airport manager visited the Forest Service North Ops office in February of 2015, to receive input on, and approval of, the fire schematic for the Alturas Municipal Airport as well the design

of the helicopter parking apron that will be built within the next two years. The fire schematic is a template that shows the capacity of the airport at its utmost capabilities. Having a plan in place allows Fire personnel to

come in to Alturas and be quickly organized, knowing where to park all the aircraft before they get there, without interfering with the normal flow of traffic of the airport. It also prepares for the possibility of the need of cargo areas with alternate road access. Having a consistent line of communication between the airport manager and the Fire personnel and working as a team makes the job go so much easier. There are some outstanding people to work with out there. When the Frog Fire became an IMT 2-managed fire this summer, the Air Operations Branch Director asked if the airport was ready. He was shown the schematic that had all of the helipads marked and numbered by the Arroyo Grande helitack crew of the Los Padres. Numbered pad markers had been placed at each of the helipads so that helicopters could be better directed to their parking spot. The ease and comfort of putting the schematic in place has shown that it is well worth con-

See Alturas (Continued on page 15)



Police Fly Drone During Pursuit in Class D airspace & No COA

"The City of Anderson Police Department, just South of Redding in Far Northern California, utilized a hobby quadcopter drone owned and operated by a volunteer citizen in pursuit of homeless and illegal encampments late this summer inside Redding Airport's Class D airspace and underneath the ILS Runway 34 approach without a COA, and no prior contact with airport management or the tower."

Police Fly Drone During Pursuit in Class D airspace & No COA
Will Citizens Inside Class D Comply With Tower Restrictions?
How Do We Strategically Proceed?

By Paul Osterman, Director at Large – Region 1

A local TV station was on hand to record the event and reported it on the evening news the same day. KRDD's runway 34 is the busiest runway North of Sacramento International; Redding is a reliever air carrier, cargo, Forest Service & Cal-Fire Air base, and busy GA airfield with fixed & rotor wing flight training through ATP, Mercy & ReachMed air ambulances (Fixed & Rotor), frequented by business jets, Coast Guard C-130's

and patrol-rescue helicopters as well as military training flights – it's a busy place for this end of the State. Virtually all of the City of Anderson, population around 38,000, lies within KRDD's Class D airspace. The ILS 34 approach bisects Anderson running directly over the main city center, business district, and the Police Department. The Police Chief suspended further operations once contacted by City of Redding Airport management and local pilots. While the department's violation of FAA rules may be ironic, we must acknowledge their work is guided by the penal and vehicle codes, not FAA rules.

Question - How then are we to expect every day law abiding citizens to become aware of and follow safety rules in our local areas particularly those residing or desiring to fly inside Class D airspace or within 5 miles of a busy non-towered airport when a local police department didn't do so before their first flight operation?

Citizen education, yes, but this incident clearly demonstrates that drone flight safety education efforts need to include local law enforcement and perhaps other local government agencies as well. What are the strategic options we can employ given the unknown question of citizen temptation vs. compliance, especially in areas, like Redding-Anderson, that are served by two airports, towered and non-towered and only 6.5 miles apart where combined airspace restrictions are will impact over 85% of the population?

An obvious strategic solution is to encourage drone flyers to join the Academy of Model Aeronautics, and the local AMA affiliated RC club and fly at their established fields. All four of the RC clubs in our area have the welcome mat out. Publicizing this through a variety of means will be an important step in channeling drone (multirotor or MR's in RC speak) activity to safe, designated areas away from our aircraft and airports.

An additional option is to encourage local officials to carve out a suitable area in one or more public parks specifically for hobby MR-drone flying in the same way that public pools have been sited, skateboard areas have been set aside, baseball and soccer fields built, and disc golf areas have been established. Parks within Class D areas need not be ruled out as potential public MR-drone flying areas. An example on point is Anderson River Park in the City of Anderson that has a designated and nicely paved model airplane field that has operated for more than 25 years inside KRDD's Class D (about 3 miles from & 1.5 miles off centerline of Runway 34) with not even a hint of an issue with aircraft flying in an out of KRDD ever. In fact this field could be the primary practice field for Anderson's Police Department once their COA application is approved.

The challenge for us was summed up well by Larry Duncan, an officer of the largest RC club in Redding Northern California RC Flyers who wrote me to say:

"Sadly, most individuals that purchase RC multirotor craft are not true RC enthusiasts in the pure sense. MR's are so easy to operate and cheap to buy that anyone 10 years or older can

See Pursuit (Continued on page 7)



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You may know your position to within a few feet, but the radar accuracy may not be less than two miles! You might think you're outside the airspace, but the radar clocks you well within, and that's what counts. This also applies to airspace such as Class Bravo. Instead, find some visual references to use that are clearly outside the airspace, and if all else fails, talk to ATC.

Next, be sure you understand the requirements of the airspace restrictions. Except for the innermost core of a presidential TFR, it's not simply a no-fly zone. You can fly within and during the TFR, but you must know and comply with the requirements. In general, no training flights may be conducted, and you must file a flight plan and be talking to ATC and on a discrete transponder code. Know the relevant altitudes and more importantly, the times, and don't forget conversion between local time and Universal time!

Finally, your last line of defense should always be to monitor "Guard" frequency, 121.5MHz. I've written about this advice in the past, but it bears repeating. I always monitor guard when I'm not using my second radio for something else, and I can't tell you how many times I've heard the Air Force attempt to contact, "Unknown aircraft at 6,000 feet west bound over Podunk VOR, you are about to enter a TFR. Suggest you turn immediately to heading 360 to avoid the airspace." The next transmission is, "Unknown aircraft at 6,000 feet westbound, just west of the Podunk VOR, you have entered a Presidential TFR. Fly heading 360 immediately to exit the airspace." After that, I've heard, "Unknown aircraft at 6,000 westbound, you are being intercepted. Comply with the signals of the intercept aircraft." Obviously by that point, it's too late; the damage has been done. If you had been monitoring guard, the worst of it could have been avoided. I also recommend you brush up on AIM Section 5-6-2 to review the intercept procedures every now and again.

I certainly hope that you don't ever violate any airspace, let alone a Presidential TFR, but best to know what to do ahead of time should the worst happen. This type of Pilot Deviation is entirely avoidable with proper pre-flight planning and in-flight conduct, and we need to stop availing ourselves of the enforcement arm of the FAA, or worse. 180-day suspensions are common for these deviations, and it's so easy not to get caught in this trap.

Fly Safe! Fly More! Have Fun!

Mike Jesch

ATP, Master CFI

mailto:mcjesch@pacbell.net

Mike is a Los Angeles-area based CFI, SAFE member, and has avoided airspace and TFR violations for over 35 years and 20,000 flight hours.

(Continued from page 6) Pursuit

operate one quite effectively and pose a threat and they sometimes are not easily brought into the fold to speak, but if you send them our way we will gladly take them in if they are so willing and provide them a safe environment in which to operate their MR's." Strategically, education won't be enough. Working with other pilots' groups, airport managers, and city leaders, helping to direct MR flyers to AMA affiliated RC clubs and working locally to establish MR flying areas in suitable public parks or other areas for flyers not inclined to join RC clubs would be steps in the right direction.

"Parks within Class D areas need not be ruled out as potential public MR-drone flying areas."



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REDLANDS TOYS FOR TOTS DRIVE AT AIRPORT

REDLANDS » The Redlands Airport Association kicked off its local Toys for Tots drive Saturday at the Redlands Airport.

Hundreds of toys — from Barbies to books — were donated by local residents and pilots, including Debbie and Ron Greene of Fontana.

"We probably brought about 40 toys here today. It's a really good cause," Debbie Greene said.

The couple, who store their plane at the Redlands airport, learned of the effort after being handed a flier by a fellow pilot. Debbie posted the advertisement at her workplace and about 15 of her co-workers at OHL in Mira Loma donated to the campaign. "We've done this in the past and are always for it because there are kids out there that need to have Christmas and some normalcy in their lives," Debbie said.

The Redlands Airport Association will collect toys through Dec. 12. A donation box will be placed in the airport's lobby at 1755 Sessums Drive and checked regularly. Toys will be flown to Twentynine Palms for delivery to the Marine Corps by local pilots, said Ted Gablin, association president.

In addition to the drive, residents were invited to explore planes housed at the facility and meet with local agencies to learn more about flying and community causes. They included the San Bernardino Valley College Aeronautics Department, the Redlands Flying Club and Redlands Police Aviation Unit.

Animal adoptions, classic cars and motorcycles and airplane displays were also among the highlights.

The association plans to hold the drive annually if community interest is there, said Gablin. A total number of donated toys during Saturday's launch was not immediately known, but the campaign's goal is to bring in a couple of thousand to the cause, he said.

Saturday's event was cosponsored by the Experimental Aircraft Association Chapter 845, the Redlands Flying Club and the city of Redlands.

To learn more, send an email to

redlands.airport.association@gmail.com or call 909-499-1777.

By Kristina Hernandez

kristina.hernandez@langnews.com



Cpl. Trevor Granger collects toys at the Redlands Airport open house and Toys for Tots drive held Saturday by the Redlands Airport Association and the U.S. Marine Corps. Christmas toys for needy kids can be dropped off in the airport lobby through Dec. 12.

PHOTOS BY JAMES CARBONE

Guests watch as planes fly by during the Redlands Airport open house.



Pilots come together to help those affected by storms

(Continued from page 1) Pilots

Joey Schoolcraft was another pilot.

"It's just good to get the people home," Schoolcraft said.

Hetge said having general aviation planes in a community like Tehachapi is extremely important especially when disaster strikes.

"We're up in the mountains. We have clean air, a great community to live in...however if something happens like a natural disaster, a mud slide, a snowstorm...we become isolated. We're now an island in Eastern Kern County," he said. He said it is these small planes that can make a difference, and the community took note

They couldn't believe that our little airport here in Tehachapi, along with the guys that they see flying around town all the time, were really going to make a difference and help the community by bringing people back home," Hetge said.

He said they are already planning for future storms and how they can help in the most effective way.



Editors Note: Ken Hetge is a Member of California Pilots Association and is active in protecting the airport and helping to restore New Cuyama Airport as well in other projects in his area.

Chico airport panel nixes management offer



"Commissioners said they had 'concerns' with the proposal's costs, as well as what the agreement would mean to the community in service and to the city in costs."

After almost three hours of discussion, the Chico Airport Commission's October Tuesday night meeting said it would not recommend the City Council agree to a long-term management proposal presented by consultant AvPORTS.

Commissioners said they had "concerns" with the proposal's costs, as well as what the agreement would mean to the community in service and to the city in costs.

The Airport Commission went nearly page by page of the 90-page proposal, asking a team from AvPORTS about the fine details, which included a \$15,000 monthly fee, among other costs.

Public comments pointed out that cost over the terms of the contract, with percentage increases and other charges could amount to about \$8 million.

The 13 speakers who addressed the commission all encouraged the proposal be denied, citing the cost, no guarantees and the financial turmoil the city is shedding.

A strong and repeating message throughout the night was that the resources to rally the airport were already in the community and just needed to be

tapped.

But Commissioner BT Chapman used that idea to form his support for the proposal.

"The resources are here, but where's the community to show me the goods? If we let AvPORTS go, show me the plan to replace it?" Chapman asked the three fellow commissioners who voted to turn it down.

"I have concerns. I can't support it," said Chair Thomas Nolan-Gosling. Commissioner Michael Antolock said he was "scared" by the amount of money underlying the proposal.

"It's too big an expense," Antolock said, making reference to local talent that could be tapped.

Commissioner Thomas Kozik said there was too much a disparity between the picture painted by the proposal's goals and his understanding of the aviation industry.

AvPORTS Executive Vice President Steve Forrer was the lead in going over the proposal, saying he believes Chico can land commercial air service after losing SkyWest's United Service in December. It would be a few years down the road however, he said.

Commissioners pinned down the fact that AvPORTS has not landed commercial air service at an airport that has none, although representatives said they had attracted air service to communities already with service.

Regarding passenger air service, Forrer summarized improvements the airport needed, such as a larger terminal to handle the bigger planes that airlines are flying, indoor baggage area, as well as money to attract an airlines, either government grant and/or private dollars.

Most important were travelers to use the airlines.

Acknowledging the control the Airport Commission had over any management decisions, Forrer explained that more revenue was needed at the airport to get it back into the black, which could come from increased rents, paid terminal parking, charging landing fees that weren't collected from corporate aircraft, filling building vacancies and developing open properties.

He said they were only suggestions made because the airport has struggled with operating costs exceeding revenue.

Forrer explained an on-the-ground airport manager was needed, with a staff of two or three as needed.

Rod Dinger, who has been involved in the Redding airport, was specifically mentioned in the proposal. Forrer said AvPORTS hoped to offer Dinger a job.

Many of the speakers were pilots, hangar landlords or tenants, saying the proposal didn't provide enough support to the airport's general aviation business, and a few stressed that there may be not hope for regaining commercial air service in Chico.

By Laura Urseny, Chico Enterprise-Record

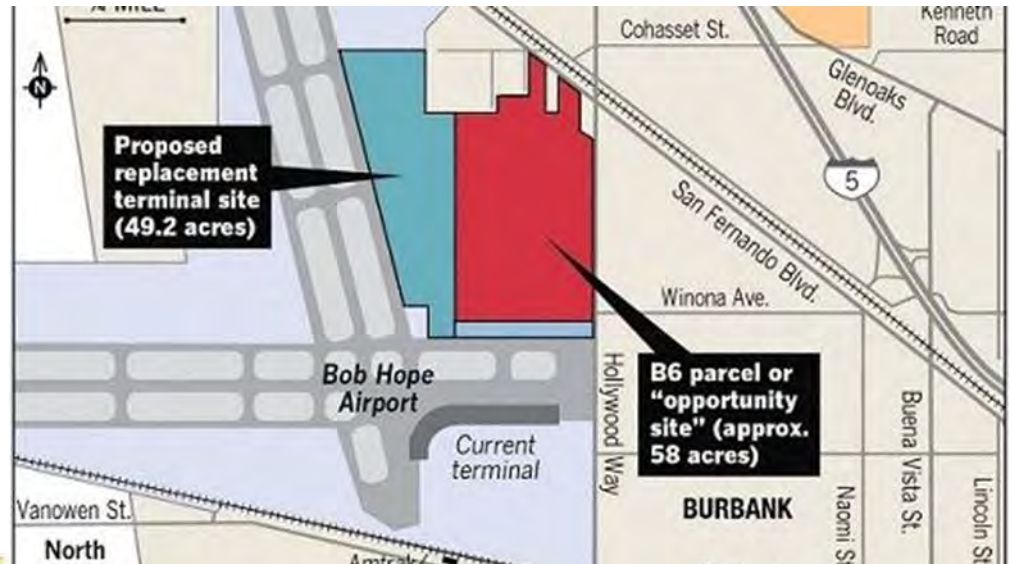
(Continued from page 1 Bob Hope

comparison for the site which showed it could fit LA Live, the Staples Center and the Los Angeles Convention Center's North Convention Hall inside it.

Overlaid on a map of downtown Burbank, the property's dimensions would engulf nearly everything between First and Third streets from Orange Grove Avenue to Burbank Boulevard, including both AMC theaters, the existing IKEA and Burbank Town Center.

However, in late 2013, officials had proposed a development strategy that would have divided it into a "mixed-use main street," an innovation campus, class-A

office space and a cluster of light industrial buildings and could have included a hotel from a national chain.



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Vigilantes harass Torrance pilots

PILOT ALERT: From Tom Lasser Torrance Airport Association
Three of the most mystifying questions of the modern, educated world: •Why do a very small number of people decide to live next to an airport (which has been in operation for three quarters of a century) and then complain when airplanes operate from it?

- Instead of taking responsibility for their own poorly-researched decision, why do they then expect someone else (the pilots and airport operators) to take added risk and/or adopt new policies to compensate for their mistake?
- When they finally discover that they have made a regrettable decision, why don't they then move on to somewhere else where they would be much happier?

This pattern seems to repeat itself at Torrance Airport over the years. A study was made of 352 airport complaints filed over a 14-month period. The result: •Only 12 individuals accounted for over half of the complaints,
•the most prolific complainer (who made 1/4 of the complaints) lived in Manhattan Beach--7.5 miles from the Torrance Airport, and
•less than 0.3% of Torrance residents complain about airport operations.

For most of these constant complainers, the airport is viewed as a "very serious problem"---- until they put their property up for sale!!

Recently, some of these complainers have become vigilantes--sending letters to the home addresses of pilots, threatening to "escalate" if the pilots continue to fly over the vigilantes' homes.

They have also made public the names, home addresses, phone numbers, and e-mail addresses of some Torrance pilots

and have encouraged others to join in harassing them.

One pilot has reported receiving eight "hang-up" phone calls at his home at 3 AM! One can only guess what "escalation" they plan against the pilots (who, by the way, are flying totally within the law) or their families.

This illegal activity has been reported to the Torrance Police Department, the FBI, the FAA, and TSA.

If you receive any such threatening communication, please contact Sergeant Kelly Yokoe, Intelligence Section, Special Investigations Division, Torrance Police Department, 3300 Civic Center Drive, Torrance, CA 90503. Phone: (310) 618-5746. Also advise the Torrance Airport Association.

Do not take any action against these vigilantes yourself--let the authorities handle that.

Torrance Airport Association has been providing information on its [web site](#) to allow potential residents considering property near the airport to see which areas generate complaints, to learn where typical flight paths are located, and to review the legal responsibilities of property sellers to report this information to potential buyers. We hope this will aid those few who do not like aircraft flying overhead to select homes elsewhere, where they will be happier.

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This Article Does not reflect the views of the California Pilots Association

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Or send by email: peter.albiez@calpilots.org

Never Play with Fire

Your aircraft is equipped with a halon fire extinguisher. Great decision.

How can you be sure that your fire extinguisher will work? Does it have a gauge?

Proper pressurization is essential to performance. Some extinguishers do NOT have a pressure gauge. Great that you have the extinguisher. Not great if it isn't fully charged when you need it.

Regulations referenced on an extinguisher's UL nameplate instruct annual weighing and monthly weighing or "hefting." Is "hefting" adequate? We don't believe so if there is no pressure gauge. In order for an extinguisher to be safe and in compliance, it must meet the weight requirement on the label. The difference between an extinguisher that is properly charged, and one that falls below the pressure needed to perform, is often too slight to detect by hefting. If you do not frequently weigh your non-gauged extinguisher, you may be carrying an extinguisher that won't do its job.

If you choose not to weigh your extinguisher frequently it should be equipped with a gauge. A quick visual check will assure you that it is adequately pressurized - or indicate that it needs recharging.

H3R Aviation is a major supplier of aviation fire extinguishers. Non-gauged units have been popular for aviation use due to their small size, low weight, and low maintenance. There are a large number of fire extinguishers on aircraft that may have low pressure or even be empty. We believe it prudent to only carry extinguishers equipped with a gauge. If your extinguisher does not have a gauge, we urge you to weigh it now - and weigh it often.

If you are interested in a gauged extinguisher, email Christ Dieter, Sr. Vice President at cdieter@h3r.com or call 415/945-0800 ext. 802.

Can you tell which of these extinguishers has lost its charge?



Note: H3R Aviation sold a non-gauged unit for many years with no indication of a problem. When we noticed a spike in returns due to low weight, we discontinued all sales of non-gauged units.

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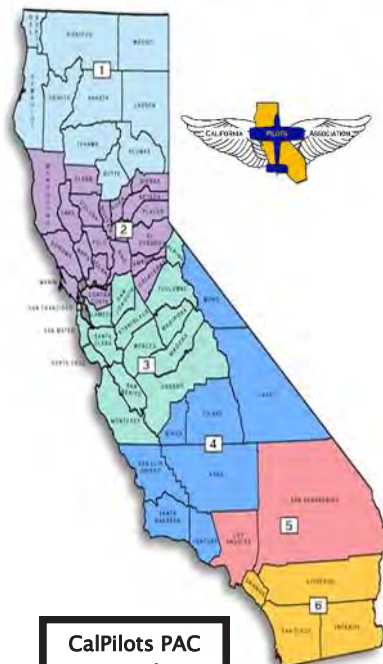
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California Airport and Pilot Political Action Committee

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:

CALIFORNIA AIRPORT AND PILOT PAC

Chairman

1414 K St., 3rd Floor

Sacramento, CA 95814

PAC contributions are not tax deductible.

CALIFORNIA AIRPORT AND PILOT PAC

California ID 811653

(Continued from page 5) Alturas

tinuing this practice for each year during fire season.

Alturas has seen upwards of 11 or more helicopters for days at a time parked on the tarmac, the fields, the taxiway, you name it during the summer and fall months. Three tie down spots are reserved for thru traffic, fire recon, and those fixed wings staying overnight. It has been recognized by the City of Alturas and the FAA that a helicopter parking apron located adjacent to the tie down area is necessary to provide a safer environment to both the helicopters and the fixed wings. A preliminary design was shown to the Forest Service at North Ops for their input as this will be built to their safety

requirements as well as the FAA's. The opinions of the helicopter pilots were solicited over a one year period in order to add their recommendations to the project. The design was also sent to another individual who has a great deal of experience in fire aviation and is also an aviation officer of a forest nearby. With much cooperation and collaboration, the design of the helicopter parking apron incorporated the needs and safety of all that would use it. It will encompass two Type 1 helicopter parking spots and four Type 2/3 helicopter spots. Dust abatement and congestion at the airport would be minimized. The Helicopter Parking Apron application will be submitted by December 31, 2015 for approval by the FAA. If all goes as planned, the apron could be constructed before the end of June, 2016. This means the airport will have to buy more ice cream next year and might even need a bigger freezer!

By Paula Jessup Region 1 VP

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