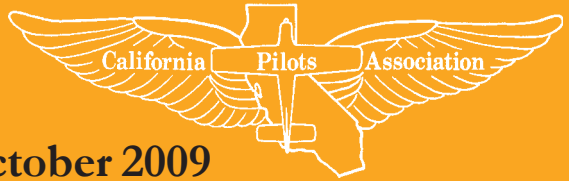


CALPILOTS



September/October 2009



Volunteers Promoting - Preserving and Protecting California's Airports

Airport Advocate



Official Publication of the



CALIFORNIA PILOTS ASSOCIATION

CALPILOTS Annual Meeting - "Vigilance & Active Representation in the Airport Community"

- Saturday October 10th 10:00 AM

We are holding the California Pilots Association's Annual Meeting at the Hiller Aviation Museum which is located on the San Carlos Airport (SQL) in the San Francisco Bay area, located just east of SFO (under Class B Airspace). Here's your chance to plan a nice weekend with your spouse and family, or friends, with plenty to do and see for all. We are currently planning a fun and educational meeting for you.

You will come away better informed of how to protect your airport and you will be able to participate in a questions and answers panel session too. You will learn about

√ **Airport Land Use Commissions**

√ **Airports and Power Plant Issues**

and more (how a Hemet city council member tried to eliminate an aircraft class from the airport). Refreshments will be served and you will get to meet and participate. Watch our web site for more details.

Museum Information

Founded in San Carlos, the Hiller Aviation Museum chronicles the future and past of aviation. Over 40 aircraft and 100 exhibits in this 53,000 square foot museum represent the 130-year history of flight. Step back in time or jump into the future by viewing the fascinating displays that define old and new ideas dealing with the concept of flight. The museum web site <http://www.hiller.org/> The museum address is 601 Skyway, San Carlos, CA 94070-2702 Telephone number is 650-654-0200. We will see you there. <http://www.hiller.org/>

REMAINING VIGILANT

*ED ROSIAK - PRESIDENT
CALIFORNIA PILOTS
ASSOCIATION*



Protecting general aviation airports isn't sexy. There, I have said it, and I doubt anyone would argue the point. Having said that let me also state - it still must be done.

It does not surprise the California Pilots Association that we have to work harder than ever to make people understand how important theirs, as well as the entire state's, GA airports are. We continue to work toward this goal every day.

The trend over the last few years, a reduced interest in protecting our state's GA airports, has paralleled the reduction in GA operations. It does not require a PHD to understand.

Despite the public's common belief that all pilots are wealthy, flying is an expensive endeavor which requires us to prioritize other expenditures to make happen - or not.

Why am I telling you all this since you already understand? Why — because you need to think about it. We are a long way from economic recovery in this state, and the country. And we must face the facts that we cannot rely on those in office to watch over us as they are required to do — especially a small group of “wealthy pilots”. Remember - perception is reality to most of the uninformed.

We need to be even more vigilant because we can not trust all politicians to do the right thing. We are already hearing about Sacramento “stealing” from the various funds of the large cities in the state. And, it is no surprise we have also seen city councils becoming even more creative in raising fees — or let's just call it what it is, create more taxes, to pay for this continued mismanagement.

Need an example? Oakland recently raised parking ticket fees to \$75.00. And no one can deny that the law enforcement is out in massive numbers seeking revenue through writing more tickets. The decades of state fiscal mismanagement have come home to roost, and as a small group, we pilots need to be ready for whatever our local and state officials try to throw at us — after all, we are all wealthy — right? Wrong.

Even though it is erroneous to believe that all pilots are wealthy, it is still up to us to insure that we are not treated unfairly because of this lack of facts or understanding. In essence, when it comes to our GA airports, we must protect the state from itself.

The trend to cut services wherever possible is already in effect. The state's GA airports will be under closer and closer scrutiny and will no doubt see attempts to cut services and raise fees. Some loss of service is inevitable, and may even make sense. However, choosing the least path of resistance, a small group of supposedly wealthy pilots is inappropriate.

Even though times are very difficult - this is not a time to loose interest in the support of our GA airports. Once a bad decision is made it is almost impossible to go back and right the wrong. Don't be lulled into complacency because there has been little or no interest by developers to surround your airport with triple density housing. Trust me. They are still there, waiting for the first sign of recovery.

CALPILOTS understands that general aviation is not your first priority. We want to insure however, that as a group we all stay vigilant and watch over our state's GA airports. It is the right thing to do. We must remain vigilant. If we don't, you won't like what you will have to live with after the fact - trust me.

MODESTO AIRPORT

BY CHARLENE L. FULTON,
CALPILOTS REGION 3
DIRECTOR-AT-LARGE, MAPA
PRESIDENT



When the only flight instruction school and rental aircraft facility suddenly closes, what are the affects to the airport, airport vendors, control tower, pilots and the City?

My cell phone chirped and I checked the text message. It was from the Modesto Flight Center (MFC) advising that my flight for the next day was cancelled. How could this happen? Who slipped up and either bumped me or completely dropped the ball? Checking my computer to see what had happened to my reservation I noticed an email from the owner of the flight center; not a common event.

The long and short of it was that the next day would be its last business day. Even the website was no longer in service. I called two of the flight instructors but they had no knowledge that the next day was to be their last day of employment. Still stunned, I asked what would happen without rental aircraft to fly for pleasure or business or keep flight skills current or the students who took out loans to complete their qualifications? Lots of questions without immediate answers.

The flight center's closing had a ripple effect throughout the airport. Services greatly impacted included fixed wing SEL training, rotary training (Robinson), simulator training, ground school, CATS Testing, Flight Education Financing (Career Training Loan), FAA Certified Examiner, aircraft rental, aircraft sales, specialized services (charter, survey, scenic flights), aircraft maintenance, airframe and power plant, inspection authority, pilot supplies, Cessna Pilot Center, aircraft dealer

(Trade Winds Aviation), partner programs (Eagle Jet International Employment Training/Lo Presti Partner), aircraft financing (SLM Financial) and pilot lounge. Many flight instructors, office personnel, aircraft mechanics, and others were instantly unemployed. And that was just the beginning.

Quantifiable losses were suffered including monthly rental fees for office space, hangar space and tie downs, aviation fuel flowage fees, aircraft property taxes, maintenance and inspection of the fleet of rental aircraft and lower operational traffic counts by the control tower to name just a few. The City of Modesto had to respond to the flight school closure, reviewing and enforcing the contractual language, particularly in light of a potential bankruptcy, and working with the coordinating financial organization.

Addressing the absence of flight school training, the airport staff worked closely with several municipal divisions in the preparation and distribution of a formal Request for Qualifications and Request for Proposal packages. All of this on top of a downward spiraling economy had its devastating effect. Saturday lunch at the MFC had been a long-standing tradition.

Despite the closure of the flight center the lunches were continued by former owners and flight instructors and held in the Commemorative Air Force hangar next door. A larger than normal group of the aviation community attended and between the tri-tip sandwiches, salads and sodas discussions, plans and ideas were formed towards opening a new flight school.

Support and encouragement came from many sources, principally the Modesto Airport Pilots Association, Central California Valley

Continued page 10...

LOCAL AIRPORTS – STAGING AREAS FOR FIRE FIGHTING AIRCRAFT

DAN CHAVET - WATSONVILLE PILOTS ASSOCIATION



copter arrived and doused the flames, saving the house.

A staging area is where refueling, maintenance, and planning take place. That included large tanker trucks for reloading water, plus a resting area for pilots. Watsonville Airport provided jet fuel, including single-point fueling, for the turbine powered aircraft.

Watsonville Airport was the staging area for fire fighting helicopters combating the recent



Busy Ramp at Watsonville Airport

Needless to say, the advantage of having an airport with support facilities in close proximity to a fire allows more drops of water or fire retardant per unit time, greatly enhancing fire suppression. Flying time (dollar per hour) is reduced by using local airports. So far, the Lockheed Fire has cost 26.5 million dollars. How much money (*and homes*) are saved by aerial containment efforts, keeping the fire smaller? That's why airports like Watsonville are so essential during emergencies.

Aircraft Critical to Suppression Success

As a lead plane pilot for the Bureau of Land

How much money (*and homes*) are saved by aerial containment efforts, keeping the fire smaller?

Lockheed Fire north of Santa Cruz. At least six large helicopters were at the airport, including Sikorsky Sky Cranes. In 2008 the airport was the staging area during the Martin Fire north of Santa Cruz and Trabing Fire just west of Watsonville Airport. Last year's fires burned many homes and other buildings to the ground.

Without Watsonville Airport no doubt many more structures would have burned. During the Trabing Fire, along Larkin Valley Road the fire rapidly approached a home and a big heli-

Management (BLM) on numerous fires up in Idaho, I have seen first hand what suppression aircraft can accomplish. The coordinator with me was experienced in fire behavior and suppression. Our function was fire observation and coordination of fire fighting activities. We were the continuous eye in the sky. Aerial observation can provide early safety warnings to ground crews when retreat is prudent.

We communicated with approaching retardant bombers to provided drop instructions. In ad-

Continued Page 5

Local Airports from continued Page 5

dition, we acted as a “lead plane” making low passes over the drop area. The following bombers usually were told “right here” as we made a low pass.

Often the low pass was not needed as the bomber pilots could see for themselves where the drop was needed. Safety in air operations is highest priority. Drops need to be made flying level or downhill. Avoidance of smoke columns is mandatory. In making a shortcut from one side of a large fire to the other we flew through an updraft smoke column. At 2000 feet above the fire a burning sagebrush (*Artemisa tridentata*) went up in front of the nose —no more shortcuts through smoke columns.

Drops were usually coordinated with the Fire Boss or ground crews. Most water and fire retardant drops are along fire breaks constructed by ground crews. Drops maximize



Water bucket hangs under copter

ground containment action.

Sometimes one aircraft can stop a fire in its tracks. We found a fire started by lightning, perhaps 15 miles from the closest road. We called for a retardant aircraft. A Boeing B-17 bomber (with four tanks) showed up. “I’ll take care of it.” The B-17 made drops on four sides. From the air the reddish pink retardant looked like tic-tac-toe, with the fire in the middle. The next day we flew to the remote location to check on the fire. It was out, the burn area square shaped, contained by retardant. No need for ground crews and equipment, a huge savings.

Fire suppression aircraft save millions of dollars by reducing fire size and saving homes. It can’t happen without airports. Local airports like Santa Rosa and Hollister provide bases; and other airports are close staging areas for support.

AVIATION FIRE FIGHTING

Helicopters may be fitted with tanks or carry buckets. Buckets are usually filled by submerging in lakes, rivers, reservoirs, or portable tanks. The most popular of the buckets is the flexible Bambi Bucket. Tanks may be filled on the ground or water may be siphoned from lakes or reservoirs through a hanging snorkel. Popular firefighting helicopters include variants of the Bell 204 and the Erickson S-64 Aircrane helitanker, which features a sea snorkel for filling while in flight.

Helicopters can hover over the fire and accurately drop water or retardant. The S-64 Helitanker has microprocessor-controlled doors on its tank. The doors are controlled based on the area to be covered and wind conditions. Fixed-wing aircraft must make a pass and drop water or retardant like a bomber. Spotter (Air Tactical Group Supervisor) aircraft often orbit the fire at a higher altitude to coordinate the efforts of the smoke jumper, helicopter, media, and retardant-dropping aircraft; while lead planes fly low-level ahead of the airtankers to mark the trajectory for the drop, and ensure overall safety for both ground-based and aerial firefighters.

CASTLE AIRPORT - BE PREPARED

SCOTT MALTA
AIRPORT MANAGER AT CASTLE AIRPORT

“Scott, this is your official notification that we’ve had a pilot deviation.” I’ve heard these dreaded words from the Air Traffic Manager of our control tower too many times. In fact, since opening the control tower in December 2006 we’ve had 15 pilot deviations - that’s 15 too many.

After a few of the instances, I thought on the issue further and believed that if there was a root cause for these deviations that I wanted to find it and correct it.

I’m Scott Malta, the Airport Manager at Castle Airport in Merced, CA. I am a low-time private pilot but have over 2300 flying hours in military refueling tankers. I was a military flight instructor and air traffic controller. I have two Masters Degrees – Airport Operations and Airport Management, and I am a Regional Lead Representative on the FAA Safety Team (FAAST).

Well, my friends and fellow pilots, we’ve found the root cause. I suggest you sit back, brace yourselves and read on, because the root cause of *all of these deviations* is “us,” the pilots.

This article is all about what we do as pilots



when we preflight and fly, and I have included the following examples of pilot deviations from my airport to be eye opening and instructive. By learning from our past mistakes, we can prevent them from happening in the future.

One common error that we have seen in all of the pilot deviations is poor pre-flight planning or poor pilot performance once airborne. Castle Airport (MER) sits seven miles away from the Merced Municipal Airport (MCE). Castle’s runway is 11,802 feet long compared to Merced’s at 5,903 feet, yet we have had several pilots enter the pattern and land on the runway thinking they were at Merced.

It’s usually after the pilot reads, **“CASTLE AIRPORT ~ ELEVATION 188 FEET”** on the side of the control tower, that they realize their mistake.

How did these pilots miss all the clues, like Castle’s really long runway, or that Castle’s runway is 31/13 and Merced’s is 30/12, or that all of Castle’s ramps and services are to the west of the runway and Merced’s are to the east, or the red light beaming at them from the control tower, or the fact that none of the other five airplanes in the pattern were responding to their radio calls or for that matter, speaking on the radio at all, or that those five



Merced California Area

Castle Airport continued...

airplanes were on a right downwind to runway 31 while they were on a left?

In the pilot's defense, we understand that at an "uncontrolled airport" such as MCE radio calls, while recommended, are not mandatory. But isn't it a little strange that none of the other five airplanes in the pattern were making any radio calls?

Some pilots never call the Flight Service Stations for weather and NOTAM briefs. Likewise, some pilots fail to dial up the AWOS or ASOS – where local airport information may be presented.

Several years ago, two aircraft entered the pattern and landed on the main runway – right in the middle of a construction zone. They had not gotten any NOTAM information and were not aware the runway was closed. They flew directly over the lighted and flashing "X" on the numbers and narrowly missed several large yellow pieces of construction equipment that were on the runway.

As I was doing some research for this article, I was called by the tower and given the dreaded message, "Scott, this is your official notification that we've had another pilot deviation." The tower manager told me of a pilot that had just landed in a NOTAMED closed (for construction and open trenches) portion of our parallel taxiway.

Thankfully, the contractor was working just off the taxiway at the time. The pilot had not flown for some time (but did have another, current pilot with him). They had not gotten a weather nor NOTAM brief, they clearly hadn't reviewed much flight information regarding Castle Airport and completely missed the 150 foot wide runway with big white threshold markings, centerline, edge lines, numbers and touch down zone markings, Precision Ap-

proach Path Indicator (PAPI) lights, and landed on the 100 foot wide taxiway which is prominently marked with bold yellow centerline and double edge stripe markings.

I have also had the opportunity to host a nice young couple while they waited for the FBI and Secret Service to arrive and interview them. It seems they flew into a Temporary Flight Restriction (TFR) zone surrounding the President's arrival a little north of my airport.

They were intercepted by two armed F-16s – one along side of them (after twice flying across the young pilot's nose) and the other lined up behind them. They were ordered to land at Castle and wait for the authorities to arrive. Exciting though this was, it could have been avoided had the pilot filed a VFR flight plan and gotten a weather and NOTAM brief from Flight Service.

Then, there were the pilots who were flying with outdated charts and publications. None of them were aware that Castle has had an operating control tower since 2006 and that it was surrounded by Class D air space.

When questioned after landing by the tower or Airport Management and subsequently by the FAA, the pilots confessed to using non-current information. One pilot had Sectional Charts dated 2000 and 2001 that he was using when he landed unannounced at Castle in 2007.

Another pilot entered "MER" into his GPS, thinking he was entering Merced Municipal Airport and flew direct to Castle Airport and landed there. If the pilot had a current database in his GPS, the message light should have been flashing to warn him of his approach to the Special Use Air Space – the Castle Class D; perhaps he just missed it.

Continued page 8

Castle continued from page 6

Pilots have landed on the runway opposite to the direction of the rest of the traffic - something I bet you only thought happened in the movies. Another pilot entered the standard pattern for MCE, believing that he was at that airport. Unfortunately, he was at Castle.

As he was flying a low wing airplane, he didn't notice the Cessna (below his altitude) on final as he turned base, then final and actually landed directly over the top of the landed and rolling-out Cessna. The instructor pilot in the Cessna figured the distance between his aircraft and the one above him to be less than 20 feet – a disaster only narrowly averted.

“Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of carelessness, incapacity, or neglect.”
Anonymous

As pilots, we cannot allow ourselves any slack when it comes to preparing for flight or while we are flying. In my capacity as an Air Force Instructor Boom Operator on KC-135 Stratotankers, we had a saying when it came to regulations and publications, “It's either by the book or buy the farm.” In that regard, the

FAA has made some great recommendations to enhance our safety and that of those around and under us as we fly. I have added some selected reminders from the Airman's Information Manual and FAR 91 (*Editor's Note: To read the reference information please go to our web site www.calpilots.org*).

Friends and fellow pilots, we've all seen those incredible photos of one airplane sitting on top of another after a landing incident like the one narrowly averted at my airport.

We've watched (perhaps in horror) the news coverage of the after effects of a mid-air collision with parts and pieces of airplanes that fell into an auto dealership and strip mall, resulting in several injuries and fatalities, including everybody in both aircraft.

PLEASE, let's do ourselves and fellow pilots a favor: take those few extra minutes before flying to follow the recommendations in the FAR's and AIM; let's ensure we are fully aware of where we're going and that we are going to the correct airport; let's follow proper radio, approach and departure discipline to ensure we all **ARRIVE ALIVE**.

AIRPORT ADVOCATE

Printed by FolgerGraphics
www.folgergraphics.com

Published by the
 California Pilots Association
 P. O. Box 6868, San Carlos, CA 94070-6868
 (800) 319-5286
www.calpilots.org

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

MEMBERS and non-members are invited to submit articles of interest. *California Pilot* assumes no responsibility for contributed items or their return without a self-addressed, stamped envelope. Sources of the items must be provided for publication consideration. ALL material is subject to editing required to conform to space limitations. Submit materials to: California Pilots Association - editor@calpilots.org

CALPILOTS ACTION

BURBANK AIRPORT

I am in opposition to the implementation of a mandatory curfew at Bob Hope Airport as the voluntary curfew that has been in place for many years has been working fine.

I was raised the North Hollywood Area and remember the old piston powered airliners that used to shake our home when they passed over in the 1950's.

I moved to Burbank in 1965, and to my current residence in Burbank in 1969, which is located 4 houses away from the #1 noise sensor for BUR and am able to see Terminal 2 from my front door. At night, I hear more noise from trains than aircraft.

I started my flight training at BUR in 1969 and continued flying from there until after 9/11 in 2001, at which time the Airport Authority decided that they didn't want small General Aviation Aircraft there. They did this by increasing fees and just forcing aircraft and businesses to move. When I first started flying, there were over 10 Flight Schools and several hundred small aircraft based at BUR, but as soon as the three cities bought the airport and created the Burbank-Glendale-Pasadena Airport Authority they started pushing out all of the groups that had supported them and forcing out aircraft and other aviation businesses.

Since the development of Stage III aircraft along with the Voluntarily Noise Curfew and the Acoustical Treatment of Houses in the High Noise Impact Areas, the noise has been lowered to a level that is barely discernible inside the homes.

I don't agree with the group that the Airport Authority commissioned to do the impact study. In talking to various companies, and

from my own observations, I feel that it will have a large economic and safety impact on the airport and surrounding-area airports by increasing traffic and aircraft movements in the Los Angeles Basin, as well as increasing highway traffic in the Los Angeles Area. This is especially true for Operations at LAX which are already nearing the point that Landing Slots will soon be required. Any one that lives in this area already knows that the highway traffic has become so congested that it now takes at least twice as long to get to the same place as it did 10 years ago.

Many businesses, especially air cargo and corporate aircraft businesses, will be forced to either move their operations to other airports or will be forced out of business by the curfew. Under the Voluntary Curfew, aircraft whose noise level is below a certain decibel limit can land and takeoff during the curfew hours. The FBO's, as well, cater to corporate aircraft which need the full use of the airport to land and takeoff during the night hours.

If the Full Nighttime Curfew is implemented, they would be unable to use the BUR Airport efficiently, and the businesses would have to leave.

This will definitely have an economic effect on businesses in Burbank —the Airport and surrounding areas — as well as causing the loss of more jobs in a community that is already suffering during these economic times.

Respectfully,

Peter Albiez
 Director-at-Large
 California Pilots Association
 President - California
 Flying Farmers Association



Modesto Airport continued from pg 4

Squadron of the Commemorative Air Force, airport vendors, control tower staff and the airport manager. History has shown that when one door closes another one opens and after months of struggles, fits and starts and all the hoops one has to jump through, that other door just opened. August 1st will mark the opening of Modesto Aviation (MA), a new and improved flight school and rental aircraft facility owned and operated by many of those previously employed at MFC. It's not the end all-be all of flying utopia, but it's a start.

In her spare time, Charlene Fulton is President of the Modesto Airport Pilots Association and a CALPILOTS Director-at-Large

MEMBERSHIP BENEFIT



The California Pilots Association has been working with one of the distributors of the SPOT Personal Locator Beacon (PLB) to provide our members with a limited time discount on the SPOT PLB.

As you know, as of February 1, 2009, the international COSPAS-SARSAT satellite system discontinued satellite-based monitoring of the 121.5/243-MHz frequencies, in part because of a high number of false signals attributed with these frequencies. The replacement 406KHZ ELT can be very expensive, making a PLB an attractive option for some.

SPOT works much like OnStar but with added abilities. Say you're late getting back to the ramp and don't want your family to worry. Press "OK" and SPOT sends an "I'm OK" message along with your position pinpointed on a Google map to up to 10 cellular and e-mail contacts. Designate your favorite towing service to receive a "Help" message to initiate their services while your other contacts monitor the situation. In an emergency, press the "911" button to notify SPOT's 24/7 emergency-response office. SPOT updates your position every five minutes while they begin the work of notifying the rescue workers to bring you home safely.

Details are available on the new web site . Pricing will be reduced from \$149 to \$99, plus annual coverage subscriptions. Please note: the offer will be available only through the CALPILOTS web site and through SPOT's distributor in Portland Oregon.

FEDERAL AND STATE CONTACTS

President Barack Obama
The White House
1600 Pennsylvania Avenue
Washington, DC 20500
FAX (202) 456-2461
President@whitehouse

Secretary of Transportation
Mary E. Peters -
U. S. Department of Transportation
NW 400 7th Street SW
Washington, DC 20590
Phone (202) 366-4000
gov_dot_comments@ost.dot.gov

FAA Administrator
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591
Phone (202) 366-4000

Governor Arnold Schwarzenegger
State Capitol Building 331
Sacramento, CA 95814
FAX (916) 445-4633
governor@governor.ca.gov

Senator Barbara Boxer
Hart Senate Office Building
Washington, DC 20510
Phone (202) 224-3553
<http://boxer.senate.gov/>

Senator Diane Feinstein
Hart Senate Office Building 112
Washington, DC 20510
Phone (202) 224-3841
<http://feinstein.senate.gov/>

Congressman Mike Honda
1713 Longworth HOB
Washington, DC 20515
P:(202)225-2631
F:(202)225-269
<http://honda.house.gov/>

Gary Catby, Acting Chief
Department of Transportation,
Division of Aeronautics, MS #40
P. O. Box 942874, Sacramento,
CA 94274-0001
Phone (916) 654-5470 •
gary.catbey@dot.ca.gov

<http://www.leginfo.ca.gov/yourleg.html> for Cal
Senate and Assembly contacts

CALIFORNIA PILOTS ASSOCIATION MEMBERSHIP APPLICATION

Name..... Home Airport.....
 Address..... City..... State..... Zip.....
 Home Phone..... Cell.....
 E-Mail..... Aircraft..... N#.....
 Membership Type: Please circle one New Renewal Individual \$35 Lifetime \$500
 Pilot Organization \$50 Aviation Business \$50 Business Partnership \$250
 VISA MasterCard or Check
 Card #..... Exp. Date.....
 Signature..... Date.....

CALPILOTS is a 501(c)(3) organization - membership dues and donations are tax deductible.

Donations: \$_____ *Pilot PAC: \$_____ (not tax deductible)

*OCCUPATION: EMPLOYER:
 *

For Political Action Committee (PAC) donations over \$100 - above information required by law:

Please mail renewal and new memberships to:

California Pilots Association, P. O. B ox 324, The Sea Ranch, CA 95497-0324

PRESIDENT
 Ed Rosiak
 (408) 255-1333
 erosiak@comcast.net

SENIOR VP
 Doug Rice
 (408) 354-5824
 dougrice@juno.com

GENERAL COUNSEL
 Jay White
 (800) 319-5286
 jaywhite@astreet.com

TREASURER
 Walt Wells
 (707)-785-3921
 waltwells@earthlink.net

VP – REGION 1
 William Hill
 (530)-241-9268
 wvhill@sbcglobal.net

DIRECTOR-at-LARGE
 Rene deLathauwer
 (760)-758-6959
 rene22@cox.net

SECRETARY
 Robin McCall
 (310) 546-9344
 robinmccall@yahoo.com

DIR of COMMUNICATIONS
 Larry Chapman
 (310)-200-9314
 chapmanla@cox.net

VP – REGION 2
 Jim MacKnight
 (408)-779-0301
 jmack102ea@gmail.com

DIRECTOR-at-LARGE
 Peter Albeiz
 (818)-445-2027 (Cell)
 30480@msn.com

VP – REGION 3
 Carol Ford
 (650) 591-8308
 carol_ford@sbcglobal.net

DIRECTOR-at-LARGE
 Elliot Sanders
 (818) 261-0060
 N5777V@aol.com

VP – REGION 4
 Jack Kenton
 (310)-322-8098
 vpr4@calpilots.info

DIRECTOR-at-LARGE
 Charlene Fulton
 (209)-521-6022
 Robnchaz@sbcglobal.net

VP – REGION 5
 Ron Cozad
 (760) 431-8200
 roncozad@gmail.com

DIRECTOR-at-LARGE
 Bill Sanders
 (858)-752-4000
 billsanders@gmail.com



CALPILOTS BUSINESS PARTNERS

The aviation businesses listed below are business sponsors of CALPILOTS, and have made generous contributions, which help to ensure that your flight freedoms continue. They deserve your patronage and support.

Air Petro Corporation(WJF)

Gen Wm.-J Fox Airfield
P.O. Box 2206
Lancaster, CA.
93539-2206
(800) 548-4184/
FAX (661) 945-3792
www.airpetro.com

Air San Luis(SBP)

785 Airport Drive
San Luis Obispo, CA.
93401-8369
(805) 541-1038
FAX (805) 541-8260
www.airsanluis.com/

Bud Field Aviation(LVK)

229 Rickenbacker Circle
Livermore, CA.
94551-7616
(925) 455-2300
FAX (805) 541-8260
www.budfieldaviation.com/

Gemini Flight Support (MER)

3515 Hardstand Ave.
Atwater, CA, 95301-5148
(209) 725-1455

Gemini@Elite.Net

www.GeminiFlightSupport.com

Clay Lacy Aviation(VNY)

7435 Valjean Avenue
Van Nuys, CA.
91406
818) 989-2900/
FAX (818) 904-3450
www.claylacy.com/

NAI Aircraft Services (POC)

1805-D McKinley Ave
La Verne, CA. 91750
(909) 596-1361
email@naiaircraft.com
www.naiaircraft.com

Perris Valley Skydiving(L65)

2091 Goetz Road
Perris, CA.
92570-9315
(909) 943-9673
<http://www.skydiveperris.com/>

Precissi Flying Service(Q80)

11919 N. Lower Sacramento Rd
Lodi, CA.
95242
(209) 369-4408

Optima Publications

(Pilot's Guide to CA.)
4740 Wing Way
Paso Robles, CA.
93446-8518
(805) 226-2848
FAX (805) 226-2851
<http://www.pilotsguide.com>

Tell them you are a CALPILOTS member and appreciate their support