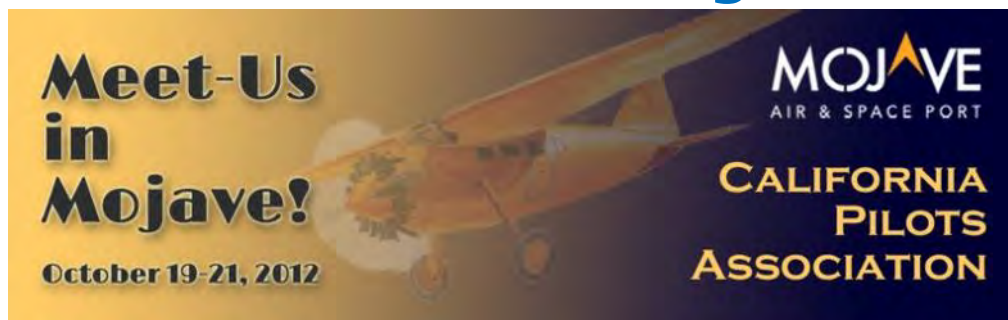




September/October 2012

## Serving Pilots Of California With Pride Annual Meeting



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## Space to Land and Land to Space

***Meet Us in Mojave!*** CalPilots' 2012 Annual Meeting will take place October 19-21 at world-famous Mojave Air and Space Port...and it's an event you do not want to miss. If you're a pilot or aviation-enthusiast, or space enthusiast you're invited! Whether you are a CalPilots member or not, our Mojave meeting will be a unique and memorable experience - a truly enjoyable weekend for all California pilots, friends and aerospace enthusiasts!

- We are working on meetings for you "Next Generation" of true space pioneers from such cutting-edge ventures as:

- [XCor Aerospace](#) and the Lynx spacecraft
- [Orbital Sciences](#) L1011 Orbital Launch Systems tour
- [Firestarz](#) : builders of maneuvering rockets

There will also be:

- Sailplane rides in high-performance gliders with instructors from [Southern California Soaring Academy](#)
- The latest about Unmanned Aircraft Systems (UAS) in civilian airspace from [General Atomics](#)
- Details on the bold [Perlan](#) near-space 90,000 foot MSL glider flight, planning and preparations
- Dinner and a fascinating evening discussion with aviation movers and shakers

*See Annual Meeting (Continued on page 3)*

## CALPILOTS

- Supporting and Serving Aviation Statewide
- We are a non-profit public benefit California Corporation formed in 1949 and a Federal 501(c)(3).
- You can help to get the message out by joining us. After all, if not you, who will protect your airport?

[www.calpilots.org](http://www.calpilots.org)

## Presidents Corner by Ed Rosiak

### Meet Us in Mojave

As most of you know, the California Pilots Association hosts its annual meeting, typically in the fall, at various locations statewide to insure all state aviators an opportunity to attend.

While an annual meeting is a requirement for every 501(c)(3) non-profit, we also use it as an opportunity to provide valuable aviation information to our membership - as well as anyone else interested in general aviation news, and issues pertinent to California.

One of the keys to a successful event is fun, and to be honest, we have strayed a bit from that formula over the past few years. We know that all work and no play can make aviators restless. After all, didn't each of us learn to fly to enhance our lives with fun, adventure, and

excitement - not to mention education?

We also understand that time is one of your most valuable possessions, and that each of you face difficult decisions regarding how to use your spare time.

And that, my fellow aviators, is why we have taken a different approach to this year's annual meeting.

This year's annual meeting is being held on October 20th-21st and promises to be a fun, and educational event. And - drum roll please - this year we are meeting in an exotic and world-renowned location, Mojave Airport.

Mojave is a perfect general aviation destination, because, a general aviation aircraft is the perfect mode of transportation to get there. We thought about that very carefully when making the decision to choose Mojave

as our meeting site, and believe it is worth the effort.

As most of you know, Mojave is a mysterious and exciting place. And just as important, it is a location that nurtures aviation. Numerous well-known aviation businesses are based at Mojave, and lots of exciting new technology is being developed there.

We have planned a great event for you this year, like nothing we have ever done. You'll have the opportunity to participate in tours (see that information elsewhere in this newsletter) and much, much more.

Why should you attend? Because aviation is fun, and lately that fact has been somewhat lost on many of us for various reasons. Plus, you know you have always wondered about what happens in Mojave. So Meet us in Mojave and have some fun - it's why you learned to fly. And, besides the fun, learn a little about the latest issues California's aviators and airports face. See you there!



***"This year's annual meeting is being held on October 20th-21st and promises to be a fun, and educational event. And - drum roll please - this year we are meeting in an exotic and world-renowned location, Mojave Airport."***



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## Mainstream Press Shines On GA

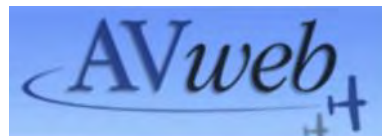
Both The New York Times and Forbes this week published unusually upbeat stories about general aviation. Fractional-ownership and charter jet operators have seen a rise in business over the last year or so, according to the Times story, by Joe Sharkey. XOJet, a charter operator, for example, reported a 55 percent increase in flight hours in the first half of this year, compared to the same period last year. And in Forbes this week, writer Mark Patiky shows readers

how efficient it can be to fly yourself in a small aircraft, describing his flight in a Mooney as the best way to get from Providence, R.I., to Teterboro, N.J. "It's amazing to realize how powerful a business tool even a small airplane can be," says Patiky. The Times story, while upbeat, acknowledges that the corporate jet market still has a long way to go to recover to the flying hours and sales numbers that were seen before the economic downturn. For example, the fractional-

share market is now up to about 350,000 hours of flying per year, but before the recession, the industry sold about 450,000 hours per year. In Forbes, Patiky says while saving time and money is a great incentive, there are other reasons to fly GA. "You can make travel a pleasure again," he writes. "Actually make it fun. How do you put a price tag on that?"

Reprinted from the AVweb Aug 22-2012

***"Mark Patiky shows readers how efficient it can be to fly yourself in a small aircraft, describing his flight in a Mooney as the best way to get from Providence, R.I., to Teterboro, N.J. "***





- Plane Crazy Fly-in and static displays
- Meet and Greet Friday evening at the hotel. Everyone invited!
- And much more...

You and your guests are invited to join us and your fellow California aviators for an exciting weekend full of camaraderie, exclusive tours, exciting demonstrations and riveting speakers.

**Lodging.** Mention "CalPilots" for a special event rate at the [Mariah Country Inn and Suites](#) ([map link](#)). You can contact the Mariah Inn through their [website](#), by phone at 1-866-MARIAH1, or by email to Manager Kathy Benson at [katherine.benson@ymail.com](mailto:katherine.benson@ymail.com).

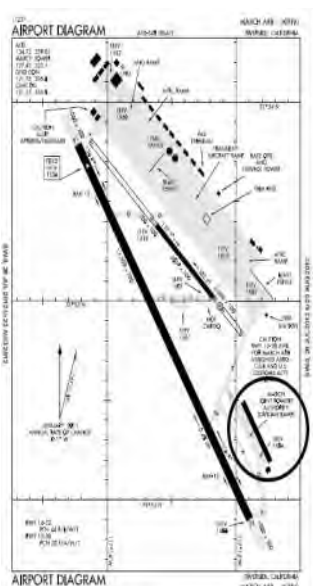
**Registration.** Cost for the entire event is just \$35 per person and includes Saturday lunch and dinner. The special member rate is extended to your spouse or significant other. Non-members pay \$55 per attendee which includes one year's membership at a discounted rate of \$20 (normally \$35 per year).

Space is limited, so be sure to indicate your interest in attending by completing the form on our website. We will keep you updated by email with the schedule of events and other important information. If you have any questions, please contact us at [meet-us@calpilots.org](mailto:meet-us@calpilots.org).

***We look forward to meeting you in Mojave on October 19, 20 and 21!***

## General Aviation at March AFB

***"A small corner at the SE end of the base now provides ramp space that is available for commercial and private operations at the air base."***



We assume that most of you know that the B-52 bombers are all gone and that the Air Force Base is now an "Air Reserve Base" (ARB). This happened quite a while ago when the last BRAC decisions created another round of military installation closings. What is now the March ARB still has military operations, but it is significantly downsized from what it once was. But a big runway is still there and the Air Force made a decision to allow civilian aircraft operations; thereby making March ARB into a "joint use" airfield.

There is now a "Joint Powers Authority" that administers the civilian air operations. A small corner at the SE end of the base now provides ramp space that is available for commercial and private operations at the air base. The joint use agreement with the Air Force does not allow for flight training or touch and go

practice at the airfield, but if you have business in the area, the field has an FBO and a courtesy car that will facilitate one's visit to the area.

Want to fly there? Right now you need permission and the required forms can be found at the JPA website ([www.marchjpa.com](http://www.marchjpa.com)) where you can find their link for landing permits. Fill out the permit forms and send it to the JPA's March Inland Port Airport Authority, Gary W. Gosliga Director, of Operations. We've been told that you will get an expeditious response. AND – within the next two to three months, it is anticipated that the only advance notice required to land at March ARB will be a radio call to the FBO and control tower. That will make it a lot simpler to use March ARB as a destination.

By the way, the JPA has recently approved the construction of a 150,000 square foot GA ramp and construction of a GA terminal and hangars. This may take a couple of years, but in the future, the facilities will just get better. The only downside of all of this is that the March Air Museum is on the opposite side of the airport. You can't walk to it. "Maybe you can get a courtesy car to take you over."

Jack Kenton CalPilots Coordinator

Below Artist drawing of future March ARB FBO





## Pilots: Know Before You Go! Marine Sanctuaries

Overflight regulations within Olympic Coast, Gulf of the Farallones, Monterey Bay and Channel Islands National Marine Sanctuaries require that motorized aircraft maintain minimum altitudes above specified locations. Failure to comply with these minimum altitude limits is presumed to disturb marine mammals and seabirds and is a violation of federal regulations for the sanctuaries.

**Frequently asked questions (FAQs).** These FAQs were designed for Monterey Bay National Marine Sanctuary; however some of the FAQs are applicable to overflight regulations within other west coast sanctuaries.

Overflight prohibitions have been in place for many years, and in February 2012 a Final Rule standardized NOAA regulations across the sanctuaries to reflect a consistent and clear regulatory approach. The regulatory modifications were required by the FAA in order to post a clear notice to pilots on aeronautical charts about low overflight prohibitions in national marine sanctuaries along the west coast.

Full text of the amendment to the Overflight Regulations for the Channel Islands, Monterey Bay, Gulf of the Farallones and Olympic Coast National Marine Sanctuaries is posted in the Federal Register (Vol 77, No.17; published on Jan. 26, 2012) as the **Final Rule** (PDF, 160KB) effective Feb. 27, 2012. For the Electronic Code of Federal Regulations visit **15 CFR Part 922**. Direct links to the Electronic Code of Federal Regulations for each sanctuary are below.

**Subpart G--CHANNEL ISLANDS NATIONAL MARINE SANCTUARY**

**Subpart H--GULF OF THE FARALLONES NATIONAL MARINE SANCTUARY**

**Subpart M--MONTEREY BAY NATIONAL MARINE SANCTUARY**

**Subpart O--OLYMPIC COAST NATIONAL MARINE SANCTUARY**

### FAA to Release Updated Aeronautical Sectionals

Over the past months, the Federal Aviation Administration (FAA) has released updated aeronautical sectionals that include West Coast sanctuary overflight regulations. Go to <http://sanctuaries.noaa.gov/flight/welcome.html> for a description of chart changes and the reasons behind them.



***"Disturbing marine mammals or seabirds by flying motorized aircraft, except as necessary for valid law enforcement purposes, at less than 1,000 feet above within the Sanctuaries Failure to comply with these minimum altitude limits is presumed to disturb marine mammals and seabirds and is a violation of federal regulations for the sanctuaries."***

### Got Email?

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

Please send your current email address to [webmaster@calpilots.org](mailto:webmaster@calpilots.org)  
CalPilots does not sell or share members information

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/>

## Welcome to Our New Region 3 Co-Vice Presidents Jolie Lucas and Mitch Latting

### Jolie Lucas-Bio



"Another successful flight of Haywire Airlines" is what my father used to say when we landed. He was a primary trainer in WWII and gave me the love of flight. My childhood was spent in the Bellanca, or later the Mooney going on holiday or attending airport days.

I am a Mooney owner, licensed psychotherapist, and private pilot working on my instrument rating, and co-founded two grass roots General Aviation

groups; the Mooney Ambassadors [MooneyAmbassadors.com] and the Friends of Oceano Airport [FriendsofOceanoAirport.com]. I have written articles for AOPA Pilot, AOPA Online, and the AOPA Ebrief.

In 2010, I was awarded the Joseph Crotti Trophy by AOPA for the protection of General Aviation airports and the promotion of General Aviation. I, along with my husband Mitch Latting, present workshops around the country on the promotion of General Aviation, which I believe, protects our airports.

### Mitch Latting-Bio

My first memories are of airplanes. My father would take me out to the end of the runway at Tulsa International Airport to watch American Airlines DC-3's and DC-6's come and go. My first airplane ride was in a Cessna 172 off our neighbor's dirt strip outside of Tulsa. Relocating to California in the early 1960's, I eventually earned my private pilot license in 1973 in Lompoc, California. My first airplane was a Cessna 175, which I flew for several years. In early 1987, I purchased a 1967 Mooney M20F. In 2009, Jolie Lucas and I became owners of our beautiful Mooney Ovation.

Along with my wife Jolie Lucas, I am co-founder of Friends of Oceano Airport and co-founder of The Mooney Ambassadors and I am the AOPA Airport Support Network [ASN] representative for Oceano Airport.

I am delighted to be part of California Pilots Association, helping to promote and protect California general aviation airports and our privilege to fly.



## Region 3 Vice Presidents and Their Work for Saving Oceano Airport

***"We still have the developer spouting off at the San Luis Obispo County Board of Supervisors meetings, saying L52 causes flooding, is obsolete and it should be bulldozed in lieu of a housing project!"***

First of all, Jolie and I are delighted to become California Pilots Association board members. We are quite impressed with the vast amount of experience and passion of all the board members. We look forward to working with everyone. One of our goals during our term is to reach out to all public general aviation airports, pilots and pilot groups in Region 3, helping to inspire all to stay closely involved in the goings on around their airport. We believe an informed, involved and active airport pilot community can affectively help to keep an airport alive and healthy.

In our effort of reaching out to our Region, we have contacted several pilot groups including some Experiment Aircraft Association [EAA] Chapters. Jolie and I are offering to come and do our PGA Squared Presentation [promote general, protect general aviation airports]. PGA Squared is a fast paced multi-media show which gives pilots great information on how to promote, and in turn protect their airport. We have successfully presented PGA Squared at AirVenture 2011, Women In Aviation Conference 2012 in Dallas, Mooney Owners and Pilots Association [MAPA] Convention 2011 in Kerrville Texas and at various Southern

California airport and pilot associations. If you have an airport and/or pilot group that you feel might enjoy this presentation, just let us know and we'll be there.

Until we become more informed and knowledgeable with our Region 3 airport folks, I will let you know just a little bit about some local activities at our "little slice of paradise" Oceano County Airport[L52] and San Luis Obispo County Airport [SBP]. We still have the developer spouting off at the San Luis Obispo County

*See Region 3 (Continued on page 6)*

## Region 3 Oceano Airport

(Continued from page 5) □egion 3

Board of Supervisors meetings, saying L52 causes flooding, is obsolete and it should be bulldozed in lieu of a housing project! Specifically, his housing project. He also continues to interrupt proceedings at Oceano Community Service District meetings. A few weeks ago the District President stopped the meeting and had the developer removed by the Sheriff! Wow!

One of our projects at Oceano Airport is resurrecting the existing World War II style Quonset Hut. Our County has deemed the structure is not up to code. We are in the process of discovering exactly what that means specifically. Our County Airport Administration has authorized financial support for a contractor to do identify code issues. When all is discovered and the fix it dollar amount is provided, the administration will make a decision as to whether to restore the Hut or remove it for salvage. Should it be removed, the County has a nice mobile unit for replacement of the Hut. Friends of Oceano Airport will provide some funds to relocate

the mobile unit and hook it up to existing electrical, water and sewer service. Our mission with the structure is to provide a community meeting room for the likes of Friends of Oceano Airport, a local Boy Scout troop, a pilot lounge. Also the Hut will provide our airport campers a place take showers and wash their clothes.

Oceano Airport Fly-In Movie Night was a great success on Saturday night, August 4th at Oceano Airport. We inflated our 12' x 12' movie screen, cooked some Beach Burgers and Dogs, and burned some marshmallows over the fires in our airport campground. On the movie screen we featured an episode of Rocky and Bullwinkle, followed by the classic comedy movie, Airplane [and don't call me Shirley!]. Local folks showed up along with approximately 30 airplanes from various locations throughout Southern, Central and Northern California. One plane was touring California from Alaska, heard about our event and made a special trip to spend the evening with us. Twenty tents were pitched in the campground and over 100

people enjoyed the evening festivities. A great time was had by all.

San Luis Obispo County Airport [SBP] will hold an Airport Day on October 20th. The last SBP Airport Day was held back in 2009 so they are way overdue for another. Unfortunately, you all will be miss that event because you will be flying to Mojave for the California Pilots Association Meet Us In Mojave Annual Meeting! If you are passing through our area, please stop in at the San Luis Jet Center. Bill Borgsmiller [owner] and Andrew Robillard [general manager] are general aviation friendly and great supporters of Oceano Airport. Transient parking is available at the Jet Center and their Avgas prices are the lowest on the Central Coast.

Please, if you have issues or concerns at your Region 3 airport, let us know. CalPilots may be able to help.

Until then, happy flying to you.

Jolie and Mitch

California Pilots Association, VP  
Region 3

Friends of Oceano Airport

[www.friendsofoceanoairport.com](http://www.friendsofoceanoairport.com)



***"One of our projects at Oceano Airport is resurrecting the existing World War II style Quonset Hut. Our mission with the structure is to provide a community meeting room for the likes of Friends of Oceano Airport, a pilot lounge."***



## VISIT CALPILOTS BOOTH 11



**AVIATION SUMMIT 2012  
PALM SPRINGS, CALIFORNIA  
OCTOBER 11-13, 2012**

**[Click for more information on the AOPA Aviation Summit](#)**



## Rights Notice to be Issued with Airman, Medical Apps

***"The law guarantees pilots under investigation by the FAA expanded protection against enforcement actions through access to investigative reports, and air traffic control and flight service recordings."***

**AVIATION eBRIEF™**

Applicants for airman certificates or ratings, inspection authorizations, and airman medical certificates will soon find a new item in the paperwork for their practical test or medical examination: a Pilot's Bill of Rights Written Notification of Investigation from the FAA.

The notification, which must be acknowledged in writing by the applicant at the time of the application, is among the provisions of an FAA order issued Aug. 8 in response to enactment of the Pilot's Bill of Rights law, which was [signed by President Barack Obama](#) on Aug. 3. The law guarantees pilots under investigation by the FAA ex-

panded protection against enforcement actions through access to investigative reports, and air traffic control and flight service recordings. It also requires that the FAA provide evidence being used as the basis of enforcement at least 30 days in advance of action. The law and some of the required notifications will apply to the application of an airman certificate, including medical certificates even though these have not been considered "investigations" by the industry. The term "investigation" as used in Title 49, US Code, Section 44703 states that the FAA Administrator "shall issue a certificate to an individual

when the Administrator finds, after investigation, that the individual is qualified for, and physically able to perform the duties related to, the position to be authorized by the certificate."

[FAA Order 8900.195](#), titled "Requirement for Written Notification During Investigations of Airman Certificate Holders or Applicants," provides guidance to FAA field offices and inspectors who will communicate the information to the designated pilot examiners. The order also includes a [sample written notification](#) that applicants will see when applying for certificates and ratings.

Until Oct. 1, when online appli-

*See Medical (Continued on page 11)*

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# General Aviation Faces A Life-or-Death Struggle In Years To Come

General aviation faces a life-or-death struggle in years to come, as the White House and Congress lock horns over user fees. House GA Caucus Co-Chairman Sam Graves (R-Mo.) said there is no end in sight to the White House push to extract dollars from pilots—piston or otherwise—and the stakes are high.

"It would destroy general aviation, absolutely destroy it," Graves said of the bid to raise general fund dollars that most recently took the form of a \$100-per-flight fee for turbine aircraft using air traffic control services. "We're committed to fighting."

Graves was joined by aviation subcommittee Chairman Tom Petri (R-Wis.), Rep. Reid Ribble (R-Wis.), and Rep. Blake Farenthold (R-Texas), each a longtime GA supporter, for a Congressional Town Hall discussion at EAA AirVenture in Oshkosh, Wis., July 27. AOPA President Craig Fuller was among the audience, often nodding in agreement as Graves and his colleagues called on the audience to take

action—and join one or more of the aviation associations (AOPA and EAA chief among them) working hard to make sure the voice of the entire aviation community is heard as decisions are made. "You need to belong to as many of them as you possibly can," Graves said.

"They're all out there fighting for you." When it comes to lobbying, personal messages from pilots do get attention, more so than a form letter, said Farenthold. Better still, when possible, is an in-person visit. "That really gets my attention," said Ribble.

Graves said that the EPA push to limit the use of avgas ranks among his top two concerns for the future of aviation, along with user fees. The four congressmen in attendance were all committed to protecting the availability of fuel until a safe and suitable replacement can be developed and distributed. Petri noted that

there is some federal investment in research, though more can be done. "It's not being ignored," Petri said. More than one member of the audience was concerned about the proliferation of unmanned vehicles, and the threat they pose absent proven ability to see and avoid air traffic. Another issue on the minds of audience members is the joint AOPA/EAA petition for an exemption to allow pilots to fly aircraft slightly larger than LSA standards under certain circumstances without a third-class medical—an effort the congressmen have personally supported with a letter to the FAA.

Re-Printed from AOPA Aviation Ebrief  
7-31-12



***It would destroy general aviation, absolutely destroy it," Graves said of the bid to raise general fund dollars that most recently took the form of a \$100-per-flight fee for turbine aircraft using air traffic control services. "We're committed to fighting."***



Rep. Sam Graves (R-Mo.), co-chairman of the House GA Caucus, called on pilots to make sure they belong to as many organizations as possible to amplify the voice of general aviation and prevent GA from being doomed by user fees.

[www.calpilots.org](http://www.calpilots.org)

## AIRPORT ADVOCATE

Printed by Folger Graphics

[www.folgergraphics.com](http://www.folgergraphics.com)

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

**MEMBERS** and non-members are invited to submit articles of interest. *California Pilot Association* assumes no responsibility for contributed items or their return without a self-addressed, stamped envelope.

Source of the items submitted should be submitted for publication consideration. ALL material is subject to editing required to conform to space limitations. Submit materials to: **California Pilots Association**

P. O. Box 6868  
San Carlos, CA 94070-6868

Or send by email: [editor@calpilots.org](mailto:editor@calpilots.org) or [peter.albiez@calpilot.org](mailto:peter.albiez@calpilot.org)

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(800) 319-5286



# New Pilot Deviation Rules Surprise Pilots



***"Although airline pilots are more likely to run afoul of a new FAA internal reporting policy for deviations, it applies to all aircraft under active control and the consequences can include FAA enforcement and a note on a pilot's***

The Airline Pilots Association is advising members ([PDF](#)) to voluntarily report to the **FAA Aviation Safety Action Program** even the most minor deviation from ATC instructions, regardless of their origin (ie equipment failure or even weather deviations) or risk being written up for a pilot deviation (PD). Although airline pilots are more likely to run afoul of a new FAA internal reporting policy for deviations, it applies to all aircraft under active control and the consequences can include FAA enforcement and a note on a pilot's permanent record. While the intent of the policy shift appears to be to encourage pilots to self report deviations (doing so triggers enforcement "incentives" that reduce the consequences) ALPA says pilots who have been assured by controllers that the transgression is a minor one not

worthy of FAA attention have found out later that they've been written up.

In one case, according to ALPA, a Delta crew departing Atlanta on autopilot went off track briefly when the autopilot disconnected. They flew manually to the correct track and were assured by the controller that it was "no problem." Under the new rules, however, that controller was required to report the incident and it was forwarded to a "quality assurance 'clearing house'" which ultimately decided if an enforceable pilot deviation occurred. In that spirit, ALPA has essentially invited its pilots to flood the system with reports. "Any safety-related event, any slight deviation from clearance, even if not noted by ATC, should be documented

via ASAP," ALPA advised its members. "Again, if in doubt, file. If you have doubt, and that doubt is somehow dispelled later, file anyway! Do not let assurances from ATC convince you that an ASAP report is somehow unnecessary." It's recommending that all members of the cockpit crew file the reports and that they also consider filing one to the [NASA Aerospace Safety Advisory Program \(also acronymed ASAP\)](#) whose mandate is to collect air safety data rather than mitigate enforcement action.

Reprinted from AVWeb flash 5-21

## FAA "Through The Fence" Policy Advances

***"An interim FAA policy was published last year, which requires airports involved in TTF agreements to develop a plan that outlines how they will meet federal standards for security"***

The FAA on Friday released a proposed final policy ([PDF](#)) to address "through-the-fence" situations, where airplane owners who live adjacent to an airport are able to park their aircraft at home and access the field through a gate. The FAA had moved to stop all such access several years ago, and various interest groups have been working since then to forge a compromise. The agency is asking for public comment on the proposal. Bill Dunn, AOPA's vice presi-

dent of airport advocacy, said the proposal contains "no surprises." The policy is open for comments for 30 days. AOPA said its staff will analyze the proposal and submit comments to the FAA.

An interim FAA policy was published last year, which requires airports involved in TTF agreements to develop a plan that outlines how they will meet federal standards for security, safe-

ty, sustainability and nondiscriminatory airport rates. No new agreements will be approved, the FAA said. A final policy is not expected until next year.





## CALIFORNIA PILOT PAC

### WHAT IS A PILOT PAC?

The California 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

##### Chairman

Contributions can be made to payable to  
**CALIFORNIA PILOT PAC**  
P.O. Box 324, The Sea Ranch, CA 95497-0324  
PAC contributions are not tax deductible.  
**CALIFORNIA PILOT PAC**  
California ID 811653

(Continued from page 7) Medical

cation for medical certificates will become mandatory, applicants for medical certificates will be required to sign the written notification form at the time of the physical examination. After Oct. 1, the MedXpress medical application process will include a disclosure validation ascertaining that the applicant is aware of his/her rights under the Pilot's Bill of Rights.

Although the use of the term investigation in connection



with applying for airman certificates represents a departure from the accustomed process, the notification serves as a reminder to pilots to exercise caution and diligence when filling out official forms, and to seek assistance where necessary.

No other aspects of the application for airman certificates were changed.

By Dan Namowitz Aviation  
eBrief 8-20-12

#### FEDERAL AND STATE CONTACTS

##### President Barack Obama

The White House  
1600 Pennsylvania Avenue  
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##### Other California Congressmen

[http://www.house.gov/house/MemberWWW\\_by\\_State.shtml#ca](http://www.house.gov/house/MemberWWW_by_State.shtml#ca)

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California Pilots Association

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