



Airport Advocate

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California Dreamin'
Annual Meeting in SBP
October 18-19th, 2013**

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Neighboring Cities Annoyed by Mather Airport Noise

Public Eye: Neighboring cities annoyed by Mather Airport noise - Already opposed to Mather Airport's planned expansion, neighboring communities have grown further upset about how Sacramento County quietly approved a new tenant - a Taiwanese airline's flight-training academy.

Suburban areas such as Folsom and El Dorado County that sit in the flight path east of Mather have long complained about overhead noise from cargo jets.

In March, county supervisors with much fanfare approved a lease for EVA Airlines at

Sacramento Executive Airport.

Then, on July 23, supervisors approved a new lease for the academy without any discussion, moving it to Mather.

The board approved the move on its consent agenda, where items considered routine are handled without public comment.

EVA Airlines asked for the switch because it was concerned that federal funding cuts could eliminate flight tower services at Executive Airport, according to a county staff report. Mather has operated as a cargo airport since the U.S. Air Force turned over the former base to the county about 20 years ago.

County airports director John Wheat said he asked the board to consider the new location as a consent item. He said he considered the matter routine, just as he would when any new tenant wanted to locate at Mather.

Dave Miller, Folsom's director of public works and community development, said the county should have handled the decision differently.

"Given all the controversy they've had over airport noise, they should have had a public hearing simply to give the people a chance to talk about it," he said.

Mather Airport, located between Sacramento and Rancho Cordova,

See Noise Continued on page 7)

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

Presidents Corner by Ed Rosiak

If you haven't heard about our Annual Meeting yet, then you really need to check it out (see the details in this issue). Starting Friday afternoon/evening October 19th and running through Saturday October 20th this year's Annual Meeting is a major departure for us combining a little bit of Calpilots' business, education, and a lot of fun.

This year's meeting not only highlights several excellent speakers, but also features live music on Friday night! Following some "Meeting and Greeting" on Friday afternoon there will be a \$15 Burger Fry by Central Coast Smokers.

You will be educated and entertained by our Friday night speaker Judy Phelps 2011 National CFI of the Year - followed by The San Luis Jazz Band. Yes... we're talking dancing here so bring your

spouse/significant other too. It's not often we have a chance to include them in our aviation activities.

Saturday - After a short CalPilots business meeting on Saturday morning, you'll hear from John Kounis of Pilot Getaways Magazine, followed by AOPA's Vice-President of Airport Advocacy Bill Dunn, then a Santa Maria Style BBQ lunch offered for \$10 by Central Coast Smokers.

But wait, there's more! We're starting off the afternoon with Jamie Beckett, well known for his thought provoking, positive thinking and forward looking attitude on promoting and protecting general aviation.

Our Keynote Speaker is none other than Rod Machado well known for his mission to

keep the FUN in aviation education. Rod has degrees in Psychology and Aviation Science with an ATP and all fixed wing flight instructor ratings. You'll learn while you're laughing.

There will also be a silent auction and a small raffle too. See our web site to learn more about the excellent aviation related items.

The California Pilots Association Annual Meeting is open to anyone. You don't have to be a member to participate. A complimentary concierge for Hotel and car rental reservations can be provided by The San Luis Jet Center 805-782-9722. Finally, a huge thank you goes out to The San Luis Jet Center for their support of general aviation and allowing CalPilots to use their



"Starting Friday afternoon/evening October 19th and running through Saturday October 20th this year's Annual Meeting is a major departure for us combining a little bit of Calpilots' business, education, and a lot of fun."



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See Presidents Corner Continued on page 11)

California International Airshow comes back to Salinas September 21 & 22, 2013

This year will feature hometown hero Sean D. Tucker in his brightly colored **Oracle**.



Plus, The Patriots Jet Team.....

Also performing: The Pem-



berton's Wing Suit Jump and

Aerobatic Demonstration --- first time in Salinas.

Mike Goulian, Aerobatic World Champion and Air Show Superstar.

John Collver, in his WWII Era AT-6.

Chuck Hall, in his WWII Era P-51.

Russian MIG-17 Demonstration.

Robosaurus, 30 Ton Fire Breathing T-Rex Transformer.

Metal Mulisha, Extreme Moto X Show, first time in Salinas.

Ace Maker Airshows, T-33 Jet Demonstration.

Plus historic and unique static aircraft displays including: Douglas DC-4, North American B-25 Mitchell, PV-2 Harpoon, a C-47 Gooney Bird

and so much more!

GIVING BACK TO THE COMMUNITY: The all-volunteer committee is proud to bring the CALIFORNIA INTERNATIONAL AIRSHOW to the Central Coast each year. The airshow is recognized as one of the most successful community based air shows in the country.

Close to \$8 million dollars has gone to local charities. This year will be no different as far as charities go and all the money stays in the community. We thank the sponsors and YOU, of course, for buying tickets for this very exciting event. See you there!

Tickets \$10.00 - \$60.00

www.salinasairshow.ticketfly.com

or at the gate.

Doors: 9:00 A.M. Show: 11:00

A.M. (Both Saturday Sept. 21st and Sunday Sept. 22nd, event ends at 4.00 P.M.)



Russian Mig-17

Rosemarie Schoening
CPA Salinas Airport Rep.



California Airports Participate in Wildlife Hazard Assessments



The Federal Aviation Administration (FAA) has identified a number of airports across the United States to participate in Wildlife Hazard Assessments. Fifteen general aviation airports in

California have been chosen including Fullerton Municipal Airport, El Monte Airport, Whiteman Airport (Los Angeles), Brackett Field Airport (La Verne), General William J. Fox Field (Lancaster), Jack Northrop Field (Hawthorne), Riverside Municipal Airport, Camarillo Airport, Chino Municipal Airport, Cable Airport (Upland), Hayward Executive Airport, Palo Alto Airport, Salinas Municipal Airport, San Carlos Airport, and Watsonville Airport.

The FAA has partnered with the California Department of Transportation, Division of Aeronautics, to ad-

minister and oversee the Wildlife Assessments Contract for these airports. After a thorough competitive bid process, Mead and Hunt, Incorporated was selected to perform the assessments.

Ground surveys have commenced, and the contract is expected to be completed at all 15 California airports by the summer of 2014.

Wildlife surveys being conducted involve recording the movements of birds and animals. The purpose of recording the movements of birds and animals is to identify potential hazards that certain wildlife may pose to aircraft because of their movements. Surveys performed by biological experts are minimally

invasive to airport operations and to the local communities. Outcomes of these assessments will provide the airport operators with an understanding of wildlife activity in and around their airports. They may also be used to establish programs or procedures that can manage wildlife strike risks. In addition, Wildlife Hazard Assessments can be used by these airport operators and planners to determine land uses that attract wildlife within five miles of their airports. Once the assessments are complete, the airport operators and local agencies will be able to tier planning programs or perform additional studies tailored for their airports.

By Robert Fiore

Gansner Field Airport



"Recently, Gansner Airport was the recipient of a State-funded Acquisition and Development Grant."



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

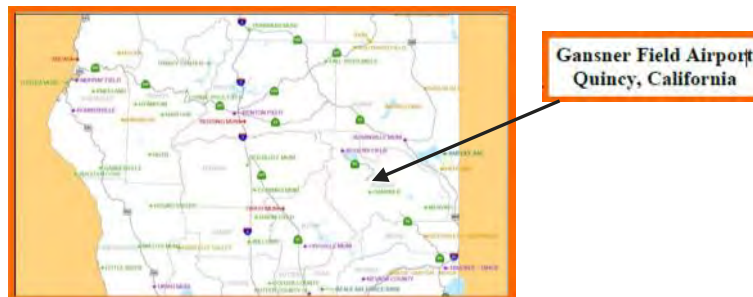
<http://www.dot.ca.gov/hq/planning/aeronaut/>

Cal Trans Link to newsletters :

<http://www.dot.ca.gov/hq/planning/aeronaut/AeroNewsletter2010.html>

Gansner Field Airport is a public-use general aviation airport owned and operated by the County of Plumas.

Recently, Gansner Airport was the recipient of a State-funded Acquisition and Development Grant. The project included the



Located one half mile north of Quincy in northern California, it has one asphalt-paved runway (7/25) measuring 4,105 feet long and 60 feet wide, a full length of taxiway, and six connector taxiways. The runway is surrounded by green pastures on the east, west, and south sides. There is a prominent hill with trees and a stream on the north side of the runway.

removal of trees and the installation of obstruction lights on the north side of the runway to meet Federal Aviation Regulations (FAR) safety requirements. Trees were removed that intruded into the FAR Part 7 imaginary transitional surface, and a row of obstruction lights was installed. Three L-864-LED red flashing lights were mounted on poles to mark the hill and trees from the

north side of runway. The obstruction lights will be powered by a solar panel mounted on each pole. Construction is expected to be completed by this summer. The total project cost is estimated to be \$116,000 with a State matching grant of \$104,000.

By Patrick Kyo



Will China Be the Savior of U.S. General Aviation?

Its Presence Grows as it Takes – and Invests – in a World View

Look upwards, and one will see – not aerobatics, but more Chinese flags than ever fluttering gently in the breeze here at **AirVenture in Oshkosh, Wisconsin.**

Look down, and China has a fast-growing presence in U.S. general aviation, underscored with a national pavilion here and another sponsored by the province of Shandong. Look even more closely and one sees Chinese labeling on an Enstrom 280FX helicopter following the company's acquisition by China's Chongqing Helicopter Investment Co., last December.

The drumbeat is relentless. China, in its preparation to meet the pent-up demands of a dammed-up domestic market for general aviation, is buying up general aviation in the West at an ever-increasing rate.

Cirrus. Continental aircraft engines. Epic Aircraft. Superior AirParts. Thielert diesel engines. Brantly, and Enstrom Helicopters. All are now Chinese-owned. Count China as a recently-announced major investor in the ICON light sport aircraft, whose airframes will now be made by Chinese-owned Cirrus, albeit in the U.S. And Chinese money is also bringing the single engine Cirrus Vision jet to market.

Cirrus CEO Dale Klapmeier notes that owner China Aviation Industry General Aircraft (CAIGA) is committed to supporting the company's development efforts, and that the Vision is among several products on the drawing table. While he would not specify details, he said yesterday, "We do have plans. We know what... we want next; we know what the airframes are. We have a growth path." Chinese companies build the Cessna Skycatcher, and will soon be sending Cessna business jets out of their doors. They are already turning out Cessna Caravans.

In Shandong province, Bin Ao Aircraft Industry Co. has built 96 complete Diamond DA40D four-place single-engined diesel-powered light aircraft out of orders for 235, and is now supplying composite airframes to Austria-Diamond as required, and components to the European company's Canadian operation. All Chinese-built, completed and ordered Diamonds are for Chinese flight schools; all are powered by Centurion diesel engines made by Thielert. That company was acquired last week by Chinese AVIC's Continental engines subsidiary.

"We have 66% of the Chinese four-seat market between 2008-13 with the Diamond DA-40D aircraft, compared with 34% for Cessna and Cirrus together," says Li Long, assistant to the general manager and head of sales for Bin Ao, at Oshkosh. Sales campaigns are now underway for the first exports, to Vi-

etnam, Thailand and South Korea, he says.

China's Yuneec International has taken a step back from aspirations it could flood the world with FAA certified electric-powered aircraft; instead it has gone into partnership with California-based GreenWing International to sell the eSpyder and e430 ultralight kits in the U.S. as experimental light-sport-aircraft kits. In a surprise announcement at AirVenture, GreenWing opened up the order book for the mostly-Chinese-built kits at \$39,990. Plans call for the aircraft to be LSA-certified once the FAA grants exemptions to its LSA rules that require a reciprocating engine; an electric engine is currently not allowed under that rule.

GE Aviation will use AirVenture to announce today with its Chinese partners the first, and maybe only service center in China for the new H80 turboprop engine that will power aircraft in that country, including the Thrush 501G crop duster and the single-engined Primus 150 executive aircraft built by AVIC's CAIGA. GE is well ahead on anticipated demand: the third Thrush 501G out of an initial order of six is currently en-route to China, and the Primus 150 should make its first flight this year.

Posted by John Morris
Jul 30, 2013

"China, in its preparation to meet the pent-up demands of a dammed-up domestic market for general aviation, is buying up general aviation in the West at an ever-increasing rate"



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Above: Enstrom was bought by a Chinese company last December.
Left: Chinese flags are becoming increasingly common at Oshkosh.



California Pilots Association

presents...

CALIFORNIA

DREAMIN'

OCTOBER 18-19

SAN LUIS JET CENTER

SAN LUIS OBISPO, KSBP

Friday Night: Meet and Greet, Wine Tasting, Balloon Glow, Stearman Rides, Speakers: aviation advocate **Jamie Beckett**, **Judy Phelps**, CFI of the Year, Beach Burger Fry & Dance under the stars to **San Luis Jazz Band**.

Saturday: CalPilots Annual Meeting , AOPAs **Bill Dunn**, **John Kounis** Pilot Getaways Magazine, aviation humorist and educator **Rod Machado**. Silent Auction, & BBQ lunch.

Hotel/rental car reservations via San Luis Jet Center.

Registration: **CalPilots.Org**

California Dreamin' on such a winter's day!

Well, it won't quite be winter in sunny California in October, as fall is one of the most beautiful weather times of the year on the Central Coast.



Friday Night

Festivities begin at 5:30, Friday afternoon at **San Luis Jet Center** with a \$15 Burger Fry and Dance by **Central Coast Smokers** and The San Luis Jazz Band. You will be educated and entertained by our Friday night speakers, **Jamie Beckett** and **Judy Phelps**. As the sun sets in the West, just off the end of runway 29, enjoy a unique evening balloon glow from **Shane Wallace**. Taste some great wine varieties from **Tolosa Winery** [\$5]. Later, listen and dance if you wish, to **The San Luis Jazz Band**. We play a tremendous variety of music, sure to entertain everyone!

Saturday

Saturday morning YOU are invited to our California Pilots Association public meeting. Our own CalPilots President, **Ed Rosiak**, heads this presentation up. Ed, and board members, will offer an overview on California Pilots Association airport and aviation advocacy throughout California. Immediately after Ed, **Mike Jesch** from Fullerton Airport Pilots Association [FAPA] will take a few moments to inform you how he and fellow airport advocates, revitalized the previously dormant association into a thriving and influential group of passionate aviators at Fullerton.

Next up will be **John Kounis** from Pilot Getaways Magazine. Pilot Getaways Magazine is the bimonthly travel magazine for pilots and their families. The magazine focuses on having fun with your airplane at destinations from backcountry strips to exclusive fly-in resorts.

Our next presenter is AOPA's Vice-President of Airport Advocacy **Bill Dunn**. Bill is one of our most knowledgeable, treasured and persuasive general aviation airport advocates known to mankind! Jolie and I are proud to work with Bill on efforts here at Oceano Airport, as well as other airport issues within Region 3.

Lunchtime: **Central Coast Smokers** will be offering a yummy Santa Maria Style BBQ lunch for \$10. The raffle and silent auction will take place at 1:00 p.m.

Ok, sit down now because we're starting off the afternoon with **Jamie Beckett!** Jamie is well known for his thought provoking, positive thinking and forward looking attitude on promoting and protecting general aviation.

Keynote Speaker: Aviation Humorist, Educator and Writer

Rod Machado



Rod Machado is on a mission to keep the **FUN** in aviation education.

Rod has degrees in Psychology and Aviation Science with an ATP and all fixed wing flight instructor ratings. His 10,000 hours of flying were earned the **HARD WAY** -- ONE flight instructor hour at a time.

Register now on our web site: www.Calpilots.Org

A complimentary concierge for Hotel and car rental reservations is provided by The San Luis Jet Center 805-782-9722

Look forward to seeing everyone at KSBP in October, Jolie and Mitch Region 3 VPs

Mather Airport Noise

"Most of those complaints were from residents of Folsom and El Dorado Hills. Chuck Coalson, a retired federal employee, is a frequent critic. He said he's been frustrated with noise from Mather flights since the Air Force closed its base around the same time he moved into his Folsom home."

(Continued from page 1) Noise

receives the most noise complaints of the county's four airports - Executive, Franklin Field and Sacramento International are the others.

During the 12 months ending in April, about half of the 825 complaints about noise were related to Mather flights, according to county data.

Most of those complaints were from residents of Folsom and El Dorado Hills.

Chuck Coalson, a retired federal employee, is a frequent critic. He said he's been frustrated with noise from Mather flights since the Air Force closed its base around the same time he moved into his Folsom home.

Coalson said the failure to publicly discuss the switch is indicative of the county's attitude toward Mather neighbors.

"It's frustrating," he said.

"They've only been interested in

what they want and not what the surrounding community wants."

Coalson, who lived in another Folsom home when the Air Force base was open, said military jets were less disruptive because they were smaller than the cargo planes used now and because the Air Force was more conscious of disrupting residents.

He said cargo flights regularly wake him and disrupt conversations - both common complaints, according to Folsom officials.

EVA Airlines made the decision to switch to Mather because the Federal Aviation Administration was going to stop providing air control service at Executive Airport, Wheat said. That was the result of the federal budget cuts called sequestration.

The FAA ultimately averted that decision and kept providing air control service at Executive. Nevertheless, EVA Airlines remained

concerned about the long-term viability of tower service at Executive, Wheat said.

The county has extensive expansion plans at Mather beyond the training school and wants to turn it into a "regional air cargo hub," according to the airport's master plan completed this year. "It has always been the plan to increase airport traffic," Wheat said.

Written by Brad Branam The Sacramento (CA) Bee
Sunday, 11 August 2013



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Learjet Tagged At Van Nuys



Los Angeles World Airports has confirmed an unusual incident of aircraft vandalism at Van Nuys Airport earlier this week. A Learjet was tagged with some elaborate graffiti, which would have taken the "artist" some time to complete. Paint work to obliterate the freedom of expression (which includes what may be the tagger's signature) will cost in the tens of thousands of dollars and there will undoubtedly be a thorough inspection of the rest of the plane. What's not clear is how the spray-can-wielding perpetrator

penetrated the defenses of one of the U.S.'s busiest business aviation airports. Diana Sanchez, public and community relations director for the airport organization, told AVweb they're looking into it. Sanchez issued the following statement in response to a query from AVweb. "Los Angeles World Airports takes very seriously any and all issues of airport security in order to provide a safe and secure environment for our Van Nuys Airport tenants. An aircraft positioned on a privately leased ramp near the Sherman Way tunnel was vandalized. We are work-

ing with the affected tenant to prevent future incidents in this location, and we continue with our standing practice of reminding all tenants on the field about the importance of security. "This particular investigation is ongoing, and Los Angeles World Airports Police is working in conjunction with the Los Angeles Police Department and the Federal Bureau of Investigation." The name of the owner of the plane was not released. By Russ Niles, Editor-in-Chief | July 11, 2013
AVweb

"Paint work to obliterate the freedom of expression (which includes what may be the tagger's signature) will cost in the tens of thousands of dollars . "



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Or send by email: editor@calpilots.org or peter.albiez@calpilot.org

FAA Proposes Checks For Thousands Of GA Engines



"The entire cylinder assemblies would have to be replaced at reduced times-in-service, at a cost of about \$1,700."



Up to 6,000 Continental engines with aftermarket PMA cylinders from Engine Components International could be affected by a new Airworthiness Directive proposed by the FAA on Monday. The FAA wants to require initial and repetitive inspections, with the replacement of any cracked cylinders. The entire cylinder assemblies would have to be replaced at reduced times-in-service, at a cost of about \$1,700. The schedule for inspections and replacement varies depending on the serial number of the parts. The total cost of compliance for the fleet would be about

\$82.6 million, the FAA said. In a news release issued Monday morning, ECI responded that the FAA's proposal is "unwarranted, inappropriate, and unnecessarily punitive for the owners of the affected aircraft."

ECI says the failure rate of its Titan cylinders is the lowest in the industry, and the failures noted in the FAA analysis were caused by excessive cylinder head temperatures in the engine, due to either "improper leaning and powerplant management by the pilot... [or] by abnormal combustion events such as heavy detonation and pre-ignition that can cause thermal runaway and rapidly in-

crease CHT to temperatures of 650°F or more." No cylinder assembly from any manufacturer "can survive such temperatures for more than a few minutes," ECI said. ECI also said compliance with the AD would likely cause more problems by subjecting so many aircraft to premature major overhauls, which can carry the risk of damaging the engine. The NTSB said after an analysis last year that the FAA should do more to address ECI cylinder-head failures. The FAA is accepting comments on the proposal until October 11.

AVweb Aug 14 3013

CPB Aircraft Searches: Your Rights And Responsibilities



"At least 12 of our members have been stopped and had their plane searched by CBP for absolutely no reason at all."



AOPA has offered guidance to GA pilots if they are met with an intimidating show of force as they're going about their business. In the last few weeks there have been widely circulated reports about law-abiding pilots being confronted by heavily armed local cops and federal Customs and Border Protection agents who appear to act as if they have absolute authority to search and interrogate pilots and passengers. "At least 12 of our members have been stopped and had their plane searched by CBP for absolutely no reason at all," said AOPA spokesman Steve Hedges. "We've asked CBP for documents related to the searches, filing a Freedom of Information Act to get it, but so far they have been unresponsive." As always, it's best to be polite with folks carrying semi-automatic weapons but that doesn't mean anyone has to be a pushover.

In every case, the CPB agents appear intent on searching the plane, sometimes with dogs, and that understandably causes some concern with pilots. The legal authority to search may be legally murky and pilots are urged to get on the record as opposing it. They're also advised that if one of the agents so much as turns a screw on the aircraft, he or she might make it unworthy. AOPA also says the agents seem to think they have the authority to demand logs, written weight and balance calculations and even the airworthiness certificate but FAR 61.51 clearly specifies that only pilot-related documents are required. AOPA is trying to get the incorrect CPB memo that went out to field staff amended.

AOPA Takes A Stand On Customs Searches

AOPA's letter (PDF) challenges CBP to provide a "full explanation" of "the legal basis for CBP to stop and detain aircraft and conduct searches" within U.S. borders and with no connection to a border crossing. AOPA says it has been told on May 16 by CBP that it should receive a reply to its concerns within six months. AOPA's position is that if CBP does not respond to its FOIA request by July 20, it "will pursue such other remedies as are available at law" and contact members of Congress to seek intervention. The first item on the kneeboard advisory list (PDF) is a statement printed in bold text that begins "ALWAYS: Be courteous and respectful ..." It continues to include basic pilot protections and questions a pilot should ask. And it concludes with a suggestion to step back and take mental inventory: "Are you able to continue your flight safely after such an ordeal?"

CALPILOTS MEMBERSHIP APPLICATION

All member information is confidential

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Address: _____ City _____ State : _____ ² Zip: _____

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Email: _____ Aircraft _____ N# _____

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Please send your check with the application, or fill out credit card information. MasterCard ____ or VISA ____

Card# _____ Expiration Date ____/____/____

Signature _____ Date _____

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Donation \$ _____ ³ PAC Donation \$ _____ (Political Action Committee- not tax deductible)

³ Occupation _____

Employer _____

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2. (4 Digit ZIP Extension required for newsletter delivery, please provide if known)

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>>Note: Please use the above address only for membership applications and renewals<<

YOU MAY ALSO JOIN OR RENEW ON LINE AT OUR WEBSITE : www.calpilots.org

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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



FEDERAL AND STATE CONTACTS

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FAX (202) 456-2461
president@whitehouse.gov

Secretary of Transportation

Ray LaHood
U. S. Department of Transportation
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Washington, DC 20590
Phone (202) 366-4000
Dot.gov.comments@ost.dot.gov

FAA Administrator Michael P. Huerta

Federal Aviation Administration
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Washington, DC 20591
Phone (202) 366-4000
1-866-835-532
[Contact FAA](#)

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Web Form: boxer.senate.gov/en/contact/

Senator Diane Feinstein

Hart Senate Office Building 112
Washington, DC 20510
Phone (202) 224-3841
<http://feinstein.senate.gov/public/index.cfm?FuseAction=ContactUs.EmailMe>

Congressman Rep. Eric Swalwell (D)15th District

1713 Longworth HOB
Washington, DC 20515
Phone: (202) 225-2631
Fax: (202) 225-2699
<http://honda.house.gov/>

Other California Congressmen

<http://www.house.gov/house/MemberWWW.by.State.shtml#ca>

Gary Cathey, Chief Division of Aeronautics

Department of Transportation,
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gary.cathey@dot.ca.gov

For Cal Senate and Assembly contacts

<http://www.leginfo.ca.gov/yourleg.html>

(Continued from page 2) President's corner

wonderful facility. They deserve our support too.

It's easy to Register and stay informed on this exciting and educational event, just head out to our web site

www.calpilots.org.

You will find it on the left top of our home page. Check it out. We'll see you there!

(Continued from page 9) Avgas

Pilot who have been stopped by CBP have reported high stress levels as multiple agencies, numerous people, and sometimes canines are called to the scene without offering the pilot much information about reasons for the action.



California Pilots Association

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E-mail: inquiries@calpilots.org

California Pilots Association is a
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