



CALIFORNIA PILOTS ASSOCIATION

September/October 2015

## Serving Pilots Of California

### Aviation Safety and the 2015 Wildfire Season

Pilots flying in California are reminded to be aware of Temporary Flight Restrictions (TFRs) established around wildfires. These areas typically result in intensive fire-fighting aircraft activity. The "postcard" below, developed by the federal Bureau of Land Management's Fire and Aviation Directorate, provides guidance on keeping clear of smoke and TFRs. Also, pilots should remember that, during fire events, the operational tempo increases greatly at airports with established fire-fighting "attack" bases, as well as at airports located near a fire that be-

come temporary hubs for fire-fighting aircraft, both helicopters and fixed-wing. Please . . . Stay at least five nautical miles from the smoke. Report suspicious smoke to the nearest flight service station.

Check NOTAM's prior to every flight! 1-800 WX BRIEF 1-800 992-7433

Size of restricted area varies with every incident. Even a single small cloud of smoke could already have firefighting aircraft on scene.

More information can be found at: <http://airspacecoordination.org> TFRs can be found on the Federal Aviation

Administration website:  
<http://tfr.faa.gov/tfr2/list.html>



Presidents Corner	2
From the Board: It's "CalPilots", if you please!	2

CalPilots Welcomes New Board Members	3
--------------------------------------	---

Redlands Airport Association	3
------------------------------	---

'Pilot Getaways' Editor in Chief John Kounis dies	3
---	---

CalPilots Annual Meeting	4
--------------------------	---

California Pilots Annual Meeting Speakers	5
---	---

Drone restrictions supported by majority of Americans	5
---	---

Aviation leaders meet to develop training standards for	6
---	---

Students Invent Anti-Drone System	7
-----------------------------------	---

March Air Reserve Base has a GA Terminal for Civilian Ops	9
---	---

How to share aviation Schol- arships one way Ceci Stratford gives back	9
--	---

Redlands Airport (KREI) is a sleepy little neglected airport about 70 miles east of LA	10
--	----

CalPilots Board Contact List	15
------------------------------	----

### We Are Not Alone: State Pilots Associations Cooperate

Aviation is an endeavor that knows no boundaries. In the sky, no lines separate one city's air from another; the clouds of one state from its neighboring state, or even the winds of a nation from flowing into another. It is with a recognition that what happens in one state will likely occur in another that the United States Pilots Association was created. Intended to improve the communications between State Pilots Associations, the California Pilots Association is a member of this unique organization. The following is a letter from Jan Hohnacki, Executive Director, providing a clearer understanding of the USPA's goals

and strategy.

The United States Pilots Association is a national non-profit organization of pilots. Unlike most others, we are a unique organization which is operated and managed under the control of its members. We are organized to promote and develop the grass roots of aviation by coordinating the communications between our member state pilots' associations, their respective members, our local chapters, and our individual members. We encourage and invite your participation in our many aviation activities at the national, state, and local levels. Members come from all professions and trades, but all share

a common bond in their love for flying. We have qualified as an exempt organization under Section 501(c)(3) of the Internal Revenue Code.

We have as our goal the encouragement of pilot education and safety through educational, civic, recreational, and patriotic activities for our members and others interested in aviation. The primary focus of our association is to assist in the development of strong and effective statewide pilots' associations, each of which supports the development of local chapters that serve the aviation interests of their members and the community. We also foster the development of active local

## CALPILOTS

- Supporting and Serving Aviation Statewide
- We are a non-profit public mutual 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)

See Pilots (Continued on page 11)

## Presidents Corner by Corl Leach

This issue of the Airport Advocate is being more widely distributed than most. So, because it's likely you may not already be familiar with the California Pilots Association I'll provide just a bit of background on the Association.

First off, CalPilots is primarily an advocacy organization. Chartered as an IRC 501(c)3 tax-exempt mutual benefit corporation, the Association serves to protect, preserve, and promote California's General Aviation Community and Airports. CalPilots maintains a working relationship with the California Division of Aeronautics and the Federal Aviation Association.

It's also important to notice the things that CalPilots is not. It's not a highly social organization. We like to use our funds on activities that directly affect our purpose so you'll see a single annual meeting. When we travel to attend aviation events, we go with the purpose to educate the public on the benefits of general aviation.

CalPilots began assisting casual groups of pilots obtain their own legal identities with the creation of a Chapter structure. In addition to becoming state-chartered Corporations, these new organizations also received 501(c)3 status through CalPilots own IRS Group Exemption. More than 25 associations are currently identified as CalPilots Chapters.

For the CalPilots veterans, this edition of the California Pilot's Association newsletter, *Airport Advocate*, will look a little different from what you've seen in the past. First off, the number of pages has been increased. This provides additional space to bring you more information about issues regarding California's airports. Additionally, we're seeking more interaction with CalPilots Chapters and other aviation associations. Reports on activities they are engaged in are welcome!

Secondly, there are a few more advertisements in this issue. We'll make a conscious effort to make sure that our focus remains on the primary subject, but advertising sales does help offset the cost of printing and distributing the newsletter. I encourage you to patronize those businesses that support CalPilots by advertising in *Airport Advocate*.

I invite you to join the California Pilots Association. It doesn't matter if you're an AOPA or EAA or NBAA member, CalPilots is the primary voice for General Aviation in the state and your support makes our voice stronger in the halls of the Capitol.

CalPilots is staffed by volunteers who believe aviation is worth protecting. By working diligently to keep our administrative costs low, nearly every penny of your membership dues is kept within the Associa-

*See Presidents corner (Continued on page 7)*



***"It's also important to notice the things that CalPilots is not. It's not a highly social organization. We like to use our funds on activities that directly affect our purpose so you'll see a single annual meeting. When we travel to attend aviation events, we go with the purpose to educate the public on the benefits of general aviation."***

***"CalPilots is a 100% volunteer entity, an organization that has achieved a remarkable number of accomplishments even while functioning in the 'spare time' segment of its leadership."***

## California Modifies Proposed UAV Trespass Bill

Would Consider Any Flight Under 350 Feet As A Violation

The California general assembly is considering a modified UAV trespass bill that would make any flight over private property at an altitude under 350 feet a violation of the state's trespassing law. The bill as modified says that liability for "wrongful occupation of real property and damages to a person who operates an unmanned aircraft or unmanned aircraft system, as defined,

less than 350 feet above ground level within the airspace overlaying the real property, without the consent of the landowner express permission of the person or entity with the legal authority to grant access or without legal authority."

Basically it means that if you don't have the express permission of the property owner, you can be charged with a crime if you fly your UAV under 350 feet. The FAA limits most UAV flights to an

altitude of 400 feet.

For the purpose of the bill, "Unmanned aircraft" means an aircraft that is operated without the possibility of direct human intervention from within or on the aircraft. "Unmanned aircraft system" means an unmanned aircraft and associated elements, including communication links and the components that control the unmanned aircraft, that are required for

the pilot in command to operate safely and efficiently in the national airspace system.

Previously, the bill would have only made such flights a crime if the UAV operator knowingly violated the landowner's rights, and captured still or video images or audio recording, and (the 'ands' are important here) that image or recording of the plaintiff showed them "engaging in a private, personal, or familial

*See UAV (Continued on page 7)*



[Become a Fan of Our Facebook Page](#)

## The California Pilots Association welcomes two additions to its roster of enthusiastic volunteers.

Chris Novotny is becoming the Director of Communications. An 8-year pilot and self-described relative newcomer to aviation, Chris brings a long history of work in the technology arena. He started his own company doing technology consulting covering all aspects of the IT world and currently works as technology project manager for a local hospital. His experience will be put to good use managing the numerous web-based information and service components of CalPilots informational processes.



Dave Williams is CalPilots first volunteer to fill the newly created Chapter Administrator position. The Chapter Administrator will head the effort to improve communications and regulatory interaction with those organizations participating in CalPilots IRC 501(c)3 Group Exemption. Involved with the Half Moon Bay Airport Pilots Association (KHAF) for many years he recently



helped guide them through a complex administrative process to assure their compliance with local, state, and federal corporate, nonprofit, and tax-exemption regulations. Retired from United Airlines, he remains active in General Aviation piloting a Yak-55 in aerobatic competition.

***CalPilots  
Welcomes the  
"Redlands  
Airport  
Association"  
as our newest  
Chapter***

## 'Pilot Getaways' Editor in Chief John Kounis dies



John Kounis with the Cessna 185 he ferried to Malaysia

George, and turned it into an authoritative source for pilots in search of adventure. Two weeks after returning from a Cessna 185 ferry flight to Malaysia. Kounis, 51, died suddenly on July 13, near his home in Glendale, California.

### Scholarship fund

AOPA has established a flight training scholarship to honor John Kounis's legacy. Contributions to the [John Kounis Memorial Scholarship can be made online](#) or sent to the AOPA Foundation at 421 Aviation Way, Frederick, MD 21701. Please note the scholarship name on contributions. One hundred percent of the funds will go toward an aviation scholarship for a student pilot.

Brilliant and generous.

A master of languages, and a savant with numbers.

Loved by dogs. Possessing a seemingly endless supply of tasteless jokes.

John Kounis was a pilot, NASA engineer, world traveler, and an irrepressibly positive force in aviation who co-founded *Pilot Getaways* magazine with his brother,



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**Gary Cathey**  
Chief, CalTrans Division of Aeronautics

**Rod Machado**  
Aviation Educator and Humorist

*Plus more exhibits, presentations,  
and FAA Safety Team "Wings" Seminar!*

- *CalPilots Annual Meeting at 10:30 am* •

*Lunch catered by "Aviator's Restaurant"*

**Sacramento Executive Airport [SAC]**

**Saturday, October 24, 2015**

**10:00 am to 4:00 pm**

**Registration at**

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



**Exec Jet Center offers fuel discounts for attendees flying in!**

## California Pilots Annual Meeting Speakers



Visit Caltrans Division of Aeronautics Web-site for a lot of good information.

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

Cal Trans Link to newsletters :

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

### NOTE

**"Please make your own hotel reservations. Sacramento has many fine hotels to choose from, but be sure to make your reservations as soon as possible."**



Gary Cathey was appointed Acting Chief of the California Department of Transportation (Caltrans), Division of Aeronautics in March, 2008 and received a permanent appointment in February, 2009.

He is responsible for developing and implementing aeronautical statutes, regulations, and policies to sustain and promote aviation in the State of California. He ensures effectiveness and efficiency for all management aspects of personnel, equipment, and fiscal matters related to the Division of Aeronautics. He manages a staff of 25 and a budget averaging \$7.5 million per fiscal year.

Last year, Gary retired as a Lieutenant Colonel in the Air Force Reserve where he was assigned to the 922 Civil Engineer Flight at March Air Reserve Base in Riverside, CA.

He is a graduate of numerous Air Force professional military education and leadership development schools, including the Air Command and Staff College (2006). Gary possesses an FAA Commercial Pilot Certificate with instrument rating for single and multi-engine aircraft.

He is a member of: the Aircraft Owners & Pilots Association, the Reserve Officers Association, the American Association of State Highway and Transportation Officials - Subcommittee on Aviation, and is Chair of the National Association of State Aviation Officials.



Rod Machado A pilot since 1970 and an active flight instructor since 1973, Rod is also a National Aviation Safety Counselor. You might recognize Rod as the instructor on Microsoft Flight Simulator or as the

author of seven aviation books. He has over 10,000 hours of flight experience earned the hard way—one CFI hour at a time. Since 1978, Rod has taught hundreds and hundreds of flight instructor revalidation clinics and safety seminars across the United States and Europe. He was named the 1991 Western Region Flight Instructor of the Year

Rod is a professional speaker who travels across the United States and Europe delighting his listeners with upbeat and lively presentations. Machado truly loves mixing it up with the audience. His unusual talent for simplifying the difficult and adding humor to make the lessons stick has made him a popular lecturer both in and out of aviation. Rod speaks on both aviation and non-aviation topics, including risk assessment, IFR charts, aviation weather, in-flight emergencies, and safety awareness. He is also known for his rapid fire, humorous banquet presentations

## Drone restrictions supported by majority of Americans

While GA pilots have varied opinions about remotely piloted aircraft (RPA) — also known as drones or Unmanned Aerial Systems (UAS) — a new survey by FindLaw.com finds that an overwhelming majority of Americans say they support restrictions on the use of drones as they become more commonplace.

The FindLaw.com survey says 78 percent of Americans support at least some restrictions on the use of drones by businesses.

In June, a drone successfully delivered medical supplies to a clinic in Virginia, but concerns about safety remain, according to FindLaw.com officials. Firefighters say a number of drones interfered with their fighting of a wildfire in California recently. And aviation authorities in the UK report there have been at least six recent near-misses involving drones and commercial airliners.

The use of drones for business or commercial purposes, such as package delivery or news photography, is currently banned in the U.S. The FAA has

proposed new regulations specifying how drones can be used in business. While more than three-quarters of people surveyed said they support some regulation of drone use, the FindLaw survey found that people have mixed views on which specific restrictions they would like to see:

- 54% said drone operators must pass a knowledge test and obtain certification from the FAA,
- 37% said drones must always remain with the operator's visual line of sight,
- 36% said drones cannot be flown over people who are not directly involved with the flight,
- 31% said drone flights must be limited to 500 feet in altitude and 100 mph in speed, while
- 22% did not support any of these restrictions.

The FindLaw survey was conducted using a survey of a demographically balanced sample of 1,000 Ameri-



# Aviation leaders meet to develop training standards for maintenance technicians

***"This is the first new committee launched this year by ASTM International, one of the world's largest standards development organizations. Called Committee F46 on Aerospace Personnel, the group aims to create consensus-driven standards that will help workers gain skills to adapt to new technologies and other advancements."***

KANSAS CITY, Mo. — on Aug. 19, a group of aerospace and aviation experts launched an effort to create global training standards for aviation maintenance technicians and other industry workers.

This is the first new committee launched this year by ASTM International, one of the world's largest standards development organizations. Called Committee F46 on Aerospace Personnel, the group aims to create consensus-driven standards that will help workers gain skills to adapt to new technologies and other advancements.

The group also hopes that its efforts will strengthen the pipeline of workers due to the industry's aging workforce and the growing demand for air travel. Boeing, for example, recently reported that over the next 20 years, global

aviation will add 38,000 planes requiring 600,000 more technicians.



AMT at Stevens Maintenance. Photo courtesy Stevens Maintenance

The committee consists of a cross-section of industry, including manufacturers, suppliers, nonprofits, training institutes, governments and others. They are particularly interested in addressing the need for high-skilled workers in areas such as aircraft assembly, avionics, IT systems, repair stations and more.

The group's chairman, Sam Haycraft, a technician who founded jet-maintenance company West Star Aviation, says, "Training standards need to reflect what technology is today, not what it was 40 or 50 years ago." The committee — whose meeting coincides with National General Aviation Maintenance and Manufacturing Week — will develop standards that define core competencies, providing a baseline for education, testing and certification requirements. These standards will help employers by providing a uniform expectation of knowledge and skills while also supporting broader efforts to attract and retain workers.

Jim Sparks, an aviation maintenance professional on the committee, cites the FAA's Next Generation Air Transportation System (NextGen) initiative as an example of why the group's work is crucial. He says, "It has become increasingly critical for knowledge and skill standards to evolve in step with the rapid advancement in the aviation industry. Training, education and certification need to keep up." eady, ASTM International has developed many standards in areas such as airplanes and jet fuel. In 2013, the National Center for Aerospace and Transportation Technologies became part of ASTM, providing a boost to ASTM's portfolio of personnel certification programs.

August 20, 2015 by General Aviation News Staff.

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# Students Invent Anti-Drone System

With the FAA and the aviation community facing increasing pressure to find a way to keep UAS and airplanes separate, a group of four engineering students from the University of Rhode Island have proposed a solution. Their project, which took first place in an FAA design competition, proposes installing a solar-powered drone detection and tracking system at airports, and affixing radio-frequency detection tags to drones. The system would alert air traffic controllers to the location of drones in their airspace, and also would warn drone operators when their UAS enters the no-fly zone. The team traveled to Washington, D.C., last month to present their concept to FAA officials.



tags that would be attached to the UAS weigh less than an ounce and are equipped with an internal lithium battery with a lifetime of up to five years. The electronics required to alert the drone user could be incorporated into drone operating systems as a standard feature, according to the report, making the technology available at virtually no cost to the drone operators. The costs of installing the system could be up to \$200,000 per airport, but the students note that's much less than the cost of even one accident caused by a jet engine ingesting a drone

"FAA design competition, proposes installing a solar-powered drone detection and tracking system at airports, and affixing radio-frequency detection tags to drones. ."



By Mary Grady  
AVWeb biz Aug 12



According to the students' report (PDF), the system would be easy to install and maintain, and close to 100 percent reliable. The

(Continued from page 2) UAV

activity", and the invasion of privacy was "in a manner that is offensive to a reasonable person."

Now it includes a blanket ban of anything under 350 feet.

The bill is still working its way through the California legislature. It was last amended on June 30th.

FMI: [http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160SB142](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB142)

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(Continued from page 2) Presidents corner

tion, poised to carry on the mission to protect, preserve, and promote California's General Aviation Community and Airports.

The California Pilots Association's annual meeting is just weeks away on October 24, 2015 at the Sacramento Executive Airport. I hope you'll come enjoy the day of education, entertainment, and eats! More information and a preregistration link are at [www.calpilots.org](http://www.calpilots.org).



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## March Air Reserve Base has a GA Terminal for Civilian Ops



As a joint-use airbase, March ARB in the Riverside area now has a general aviation terminal for civilian operations. Because the airport is a joint-use airfield, general aviation pilots may use March Air Reserve Base (RIV) and its 13,301-foot runway and extensive ramp space without needing a PPR or landing permit. Until recently, non-turbine aircraft using the field were handicapped by a non-availability of avgas. That has been corrected with the installation of a modern fueling facility having 100 LL avgas for our reciprocating-engined aircraft.

The GA terminal includes a generous passenger lounge, state-of-the-art theater room, flight-planning room, multi-media conference room, multi-media training room, and a Jet-A-Way Café. The cafe matches those at any other airport and Million Air, the FBO, has a crew van available for those of you that might fly in and need transportation. They can also arrange for a rental car to be brought to the facility for you. March's tower is manned from 0700L-2300L. Operations outside of those hours are possible, but they do require a bit of a coordination effort.

Million Air, the FBO, would have to be contacted if you should want to operate outside of normal hours. By the way, the official name for the civilian side of things is "The March Inland Port".

If you are flying into the Los Angeles area's Inland Empire, you now have one more in your choice of airports as a destination. East of Ontario International Airport are the airfields at Corona, Chino, Riverside, Flabob, and San Bernardino (Rialto was closed this past year). If you choose the March Inland Port (KRIV), there is easy access to I-215 and I-60. And maybe, if it isn't a busy day, you can arrange to borrow the crew van and visit the March Air Museum. Being on the opposite side of the airfield from the FBO, the museum is well beyond walking distance. But check with Million Air, their contact is at (951) 247-2111 or send them an email (at [lperez@rivfbo.com](mailto:lperez@rivfbo.com)).

For those with more of a business airplane, you might be interested to know that there is talk of constructing a 20,000 sq. foot business hangar next to the GA terminal. You can learn more about the March Inland Port at <http://www.marchinlandport.ca/>



## How to share aviation Scholarships one way Ceci Stratford gives back



Ceci Stratford

Aviation has been good to you, and you want to give back. How do you say thank you in a way that opens doors, allowing others to reap the life-changing benefits you have enjoyed as a pilot?

Some pilots become active in local and national aviation groups, participating in activities that bring aviation within

reach of those with the dream, and the drive to succeed. Some pilots focus on one-on-one efforts, taking aspiring aviators up for introductory flights, mentoring new pilots, or writing letters of recommendation that help win that first job interview.

Another way pilots give back is by funding flight training scholarships—giving worthy applicants a leg up on a life in aviation, and helping general aviation stay strong. Ceci Stratford, of Simi Valley, California, has chosen all of the above methods of securing aviation's future, for a very basic reason.

"Aviation totally changed my life," she said in a telephone interview. "There was a complete paradigm shift after I got into aviation."

That is why, in 2015, for the third time, the Ceci Stratford Flight Training Scholarships will fund three awards.

"Each new pilot ensures that general aviation will continue to serve our communities and pave the way to careers that

*See Ceci (Continued on page 15)*

# Redlands Airport (KREI) is a sleepy little neglected airport about 70 miles east of LA

## The Big 5 Issues at KREI

Redlands Airport (KREI) is a sleepy little neglected airport about 70 miles east of LA. Its home to about 250 aircraft, mine included.

KREI is not as sexy as Santa Monica, but we too are having issues that give many of us concerns about the long term viability of our airport. This is really driven home as about a year ago we welcomed some refugees from Rialto Airport, L-67.

The issues we have been facing were pervasive enough to get a few crazy folks to organize and create the Redlands Airport Association (RAA). I would give you our website address, but we don't have one yet. We just had our 1 year anniversary, have \$300 in the bank, 145 "members" (only 21 have paid the \$10 dues) and a few boots on the ground to deal with things. We have incorporated and done all necessary paperwork to become a 501 C3. We are also the newest chapter of Cal Pilots.

It's been a whole lot of work. It's also been frustrating. In addition to a city that uses the same folks that manage the cemetery to manage our airport we have many airport users that complain about airport issues, but don't want to get involved to fix them. Yes, apathy is rampant. In spite of all these challenges, we are seeing some cracks in the dam that hopefully will make it all worthwhile.

There are 5 major issues affecting our airport that are currently the center of our focus. There are others but there just aren't enough of us to tackle all of the issues at the same time. That's an important point when you are dealing with airport issues. Know your limitations and tackle the critical ones first!

Here's our "Big 5" and some information about these issues:

### Housing Encroachment/Development near the Airport.

A proposed zoning change and a 55 home development recently went to the city council for approval. The proposed development is adjacent to another tract that was questionably approved in 2008. The development is also under the crosswind approach for Runway 26 and the City established helicopter training pattern. We have an active flight school that flies helicopter over this property all day at about 400'agl. It's the largest business at REI. We all know how this will end if these homes are built. As a result of many phone calls, letters and meetings with government officials, the council vote was delayed until October 6, 2015 to give the city time to hire an aviation consultant and attorney to advise them on the approval of this development. This one is work in progress.

### Citrus Reservoir Stockpile Removal

California Department of water Resources (CDWR) is almost complete with their construction of a reservoir less than ½ mile from the approach end of runway 26 at REI. How did that happen? Don't the Caltrans Airport Land Use Planning handbook and the FAA AC's document the hazards associated with building facilities in the airport influence area that attract birds? More about that in a few. ..

They dug the hole for the reservoir and stacked over 100,000 cubic yards of fill dirt on private property "temporarily" going on 2 ½ years about 1000' and slightly offset from the runway 26 final approach. The property owner that inherited the stockpile thought he could make money selling the dirt and the contractor working for CDWR made out as he did not have to haul away the dirt. The County had given the property owner a temporary use permit for 2 years until it was denied as a result of our efforts and the City of Redlands. Cal Trans got some of the dirt removed that was considered an "obstruction". We recently convinced the County of San Bernardino to start code enforcement action on the property owner who acquired the dirt as his permit has expired. Work in progress.

### Future Citrus Reservoir Wildlife Issues and REI

The 2009 CDWR approved Environmental Impact Report for this project states that appropriate design features and a wildlife management plan meeting FAA requirements will be required as a condition of the approval to construct this project. The RAA will work to insure the stated mitigation measure happens.

### Establishment of a Volunteer First Responders Group

About 2 years ago, the City of Redlands removed a donated dedicated emergency pickup truck and most of the fire

***"It's been a whole lot of work. It's also been frustrating. In addition to a city that uses the same folks that manage the cemetery to manage our airport we have many airport users that complain about airport issues, but don't want to get involved to fix them. Yes, apathy is rampant. In spite of all these challenges, we are seeing some cracks in the dam that hopefully will make it all worthwhile. country. "***

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Flight Schools and Aircraft Maintenance @ REI

  
*Come see the Jewel of the Inland Empire!*

See Redlands (Continued on page 12)



(Continued from page 1) Pilots

USPA chapters throughout the United States. We encourage mutual support among the states and local chapters and promote aviation safety and pilot education. Each affiliated state organization, our local chapters, and our individual members have representation on our board of directors, thus making us genuinely a member controlled organization.

If you are interested in aviation, we believe that you can understand why there should be strong and effective pilots' organizations in each state, as well as local chapters in each community. Many of the problems facing aviation today originate at the state or local level. Combining our local, state, and national organizations gives us the vitality and strength to be heard,

and to have an influential role at all levels of government.

For general aviation to survive, we must continue to unify and strengthen our voice. There is no better way to do this than by active participation in the United States Pilots Association and in its affiliated state pilots' organizations and local chapters. By sharing your experiences with your counterparts in the United States who have similar goals and objectives, you can enjoy flying, as well as help protect your right to continue to fly.

Current members of the USPA include the State Pilots Associations of California, Colorado, Kansas, Illinois, Iowa, Missouri, New Mexico, and Texas. The United States Pilots Association website URL is: [www.uspilots.org](http://www.uspilots.org)

## Stuff A Plane With Toys For Tots

Saturday, October 24, 2015 10:00 AM - 3:00 PM

Visit Redlands Municipal Airport and donate a toy for



Admission: Bring a new unwrapped toy or make a donation and enjoy an Airport Open House, Static Displays of Planes, Cars and Motorcycles and Aviation Swap Meet. Food and drink available for purchase.



Sponsored by Redlands Airport Association, EAA Chapter 845, Redlands Flying Club and the City of Redlands

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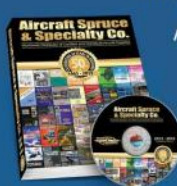
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equipment it contained from the airport. The keys for the truck were always in the vehicle in a carport at the airport. The City cited liability concerns about strangers driving then vehicle. The nearest fire station is approximately 7-9 minutes away from REI. The last time there was an accident it took almost 20 minutes before fire crews arrived. The RAA is trying to get fire equipment back at REI. The City just received a \$2500 donation from Hangar 24 breweries for fire equipment. The RAA has floated a proposal to the City to have some volunteers trained at the airport to act as first responders. Work in progress.

#### Managing Issues with Hangar 24's Airfest events

Hangar 24 Breweries has their anniversary celebration at REI. The events held previous to 2015 were a disaster to airport users. They were a brewery party with a few airshow performers to wow the crowds and justify use of the airport. Even though Airfest was described as a charity event there was no evidence of any donations going out until this year. In 2014, airport tenants were locked out of their hangars by a chain link fence that went up on a Friday and came down on Sunday to define the crowd line. There was no reimbursement to airport businesses or users. The RAA in cooperation with the City of Redlands Airport Advisory Board and some support from City officials created an airshow committee to negotiate with Hangar 24. As a result the 2015 event was far better for all (including the Brewery) and the airport received \$4k in donations. The RAA wants to be sure that the same consideration of airport users will occur at the planned 2016 event.

The RAA was dealing with a 6th issue. As of a few days ago it appears to be resolved. The RAA in conjunction with EAA Chapter 845 and the Redlands Flying Club are planning a charitable event entitled "Stuff a Plane with Toys for Tots". This is a Toys for Tots drive in conjunction with an airport open house, static exhibits and fly-in. The City of Redlands was asked if we could have the event at the airport. No closures, no impact to operations. Even though it was not an airshow they consulted with the FAA. Very sketchy information was provided to the FAA by a city staffer. The FAA told the City it was not an aeronautical event and they could not support it. Well after a few phone calls and e-mails, we have satisfied the Feds and the City of Redlands. We are hoping this one is resolved. Mark your calendars to attend this event on October 24, 2015. An event flyer is included at the back of this article.

Words of advice for other chapters about dealing with airport issues; be tenacious and diligent. Don't get emotional. You need to work collaboratively with folks you may feel are your foes. Choose your words carefully and operate from a base of knowledge and a spirit of cooperation. It's a challenge to get some government officials to do their jobs. The wheels of government move real slow, so you won't change things overnight. It takes a while. It's like an ant moving a boulder.

In closing, through all of this we have had the support of Cal Pilots. The advice and counsel they have provided has been tremendous. We know we still have a way to go, but I can say the best thing the RAA has ever done besides organizing is to become a chapter of Cal Pilots. Thanks to all that have assisted!

Ted Gablin  
President, Redlands Airport Association



***"Words of advice for other chapters about dealing with airport issues; be tenacious and diligent. Don't get emotional. You need to work collaboratively with folks you may feel are your foes. Choose your words carefully and operate from a base of knowledge and a spirit of cooperation."***

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## OCTOBER 22-25 2015 GNOSS FIELD SAFETY AWARENESS WEEKEND

Free Safety Seminar: Oct/22 at 7:00 pm sharp. FAA WINGS credits!

Hands-on Training Clinic: Oct 23-25. Pre-registration with payment required. Limited number of slots available.

Flying Community BBQ: Oct 24 at 6:00 PM. Pre-registration with payment required. Food, fun, and camaraderie!



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## California Airport and Pilot Political Action Committee

### WHAT IS A POLITICAL ACTION COMMITTEE (PAC)?

The California Airport and Pilot Political Action Committee is sponsored by California Pilots Association (CALPILOTS). The PAC is an independent legal entity administered by a board of Trustees. All bookkeeping is separate from CALPILOTS and regular reports of income and disbursements are made to the California Secretary of State. All funding is received from voluntary contributions. No CALPILOTS membership dues are used for this purpose.



### WHY DO WE NEED A PILOT PAC?

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

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

**PAC Committee** Contributions can be made to payable to:

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(Continued from page 9) Ceci

many pilots aspire to," she said. As if her personal philanthropy were not enough of an expression of gratitude for aviation's pivotal role in her life, Stratford estimates that she has flown approximately 700 introductory flights for the Experimental Aircraft Association's Young Eagles program. She mentors individual pilots as they learn to fly or launch on aviation career tracks. When she was a new pilot, Stratford joined The Ninety-Nines, and remains a tireless champion of the organization's initiatives to increase the ranks of women who fly. She is also a member of the California Pilots Association. Her efforts have earned Stratford both chapter and regional Woman Pilot of the Year honors. Citing 40 years of stagnant statistics, she

continues to make the case, and ask the question, "The need for women pilots is really important. Why aren't there more women pilots out there?" Although many new pilots need financial support, and moral support, aviation's sense of community is the true glue that binds the general aviation population together—and you will find Stratford playing a support role there too.

She recently hosted a social gathering at "the big, beautiful hangar" she acquired "as a retirement treat" at California's **Whiteman Airport**, where she houses her Piper Cherokee 180 single-engine airplane, and where she learned to fly at the beginning of her life in aviation, now dedicated to making the dream a reality for a new generation of pilots.

For information about how you can fund a flight training scholarship, contact the AOPA Foundation by email, or call 301/695-2037



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