



CALIFORNIA PILOTS ASSOCIATION

September/October 2016

Serving Pilots Of California

General Aviation Airport Lease Policies

CalPilots Region 4 VP is moving forward with a newly proposed Lease Policy for Paso Robles Municipal Airport. This will replace a decades old and obsolete policy. Lease



Policies and Leases themselves can promote growth at our California General Aviation airports, or kill growth. Many GA airports make their income on two primary sources; 1) Fuel Sales and 2) Leases/Rentals.

Paso Robles Municipal Airport has some of the highest Land Lease Rates in the state and also incorporated Master Leases a few decades ago. These policies significantly reduce growth at the airport.

Rather than simply complaining, the Paso Robles Airport Association and the Airport Advisory Committee got asked, by the City Council, to develop a new Lease Policy for Paso Robles.

It is now in its final draft stage and includes several notable policies:

- The Lease Policy is consistent with FAA Guidelines and Best Practices, as well as items required to be eligible for FAA Grants.
- Different details for each of 5 Lease Types: 1) Private Hangar, 2) Aviation Commercial, 3) Non-Aviation Commercial, 4) Non-Profit, and 5) Strategic (highly important to the airport to attract and retain)
- Different Land Lease Rates based on 1) Location, 2) Infrastructure, 3) Aviation vs Non-Aviation. Non-Profits with tangible value to the airport have the lowest rates.
- Currently, the City/Airport takes ownership of all capital improvements at the end of a lease (such as hangars, buildings, etc.). In the proposal, a Lease Holder in "Good Standing" retains ownership.
- Elimination of Master Leases whereby an individual or organization collects the bulk of the rental income and the airport receives a pittance.

The new proposed Lease Policy is only 8 pages, so it is clear and succinct. The Strategic Lease section will identify organizations and companies that the City feels are of strategic value to attract and retain to the airport. The Lease Policy will hopefully accomplish this.

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If you would like an Electronic version of this Newsletter you can download it from.

<http://calpilots.org/>

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

Presidents Corner by Corl Leach

Competing WITH, Not AGAINST, Each Other

I'm beginning with a shout-out to Jim Posner, president of the Washington Pilots Association. When the Aircraft Owners & Pilots Association (AOPA) selected Bremerton, Washington for its August 2016 Regional Fly-In, Jim spearheaded the effort to produce an immaculate round-table gathering of leaders from many diverse-yet-connected aviation and political entities in the west. I count this evening as a highlight of my year. Jim, thank you for your vision to create this event.

Representing CalPilots in Bremerton, I had one-on-ones with an array of great aviation minds, sharing ideas and pondering strategies promoting General Aviation. Besides California and Washington, leaders from Alaska, Idaho, Montana, Oregon and British Columbia were on the invitation list. Undoubtedly though, it was AOPA's high-level presence that served as the catalyst for bringing us together.

I am encouraged by the collaborative mindset expressed by AOPA's leadership. President Mark Baker spoke of the need for aviation groups to consistently spread "one message." A personal discussion with Dawn Veatch, Senior Director of Government Affairs – Airport Advocacy, revealed a mutual interest to explore collaboration in the areas that CalPilots and AOPA missions are complimentary. Warren Hendrickson, AOPA's Northwest Mountain Regional Manager, succinctly phrased it: "Let's compete with each other, not against each other."

For decades the CalPilots has touted the "Three Tiers" of aviation advocacy: national, state, and local. This echelon is still relevant as the impact that each organization can make is unique to its constituency. With easier communication across vast distances, however, it is clear that there can be – and necessarily so - more overlap as each entity meshes with others to pinpoint the most effective methods and message. Going it alone isn't a wise choice for any group or individual when so much experience and knowledge is readily available across the spectrum.

Within the Golden State, CalPilots has existing relationships with more than 50 pilot and airport organizations. We're actively working to reinvigorate our connections and improve 2-way communication. If your group isn't part of our team, let's get together to discover how to support our common goals.

Lastly, it is vital that aviation enthusiasts support organizations at each level of the pyramid. CalPilots, like other volunteer organizations, relies heavily on contributions by individual members and donors to fund its advocacy effort. While you may belong to a CalPilots "Chapter", you're not a CalPilots member unless you join directly. Visit calpilots.org on the web to begin or renew your participation assuring all "Three Tiers" have the resources to protect, preserve, and promote California's General Aviation Community and Airports.



Washington Pilots Assoc. President Jim Posner (left) welcomes CalPilots president Corl Leach.



Ensuring the appropriate organization leads the charge is a common goal of AOPA's Dawn Veatch (left) and CalPilots' Corl Leach (right)

CalPilots Chapters at SQL and PAO Work to End Drone Dangers



Drones have taken to the skies in greater numbers and in more locations than many thought possible. Their [newness](#) in the National Airspace System and how they should interact with manned aircraft operations has generated new challenges and controversy. And, there are many drone operators who either don't appreciate or disregard the hazards their own craft pose to manned aircraft operations.

In some [situations](#), even operating drones "responsibly" isn't adequate protection. An errant excursion whether by mistake or equipment failure such as a "fly-away" could be catastrophic. In such situations, the prohibition of take-off and landing operations at specific location is the only effective way to mitigate hazards to manned aircraft.

Bedwell Bayfront Park in Menlo Park, CA (on the west shore of the San Francisco Peninsula) had become a popular gathering point for drone operators. Located almost midway between the highly active airports of San Carlos (SQL) and Palo Alto (PAO), the park also is situated directly along a charted VFR flyway beneath the San Francisco Class B airspace and SFO's approach corridor.

Identifying the potential for disaster, CalPilots chapters at San Carlos (the San Carlos Airport Pilots Association (SCAPA)) and Palo Alto (the Palo Alto Airport Association (PAAA)) embarked on an assessment of the hazards and the limits to available mitigations. Their study was presented to the Menlo City Council at meetings before the Council's public hearing and resolution. Through cooperative efforts with other organizations citing wildlife and ground-dwelling personnel risks, an ordinance to ban remote controlled aircraft and drones from operations at Bedwell Bayfront Park was issued.

A recent video posted on YouTube flaunted a drone flying at 3,400 feet directly through the arrival corridors of many local airports. The disregard for aerial safety was met with a firm response. Giving teeth to the ban is its design

ation as an infraction which carries a \$50 fine for a first offense, rising to \$100, and \$500 for repetitions.

CalPilots is not "anti-drone" by any means and encourages aeronautical activities of all kinds. Indeed, many current aviators got bitten by the flying bug through flying scale model aircraft. Unfortunately, the actions of a few have impacted the rights of all such drone operators at this location.

Bedwell Bayfront Park is subject to an updated master planning process in 2018 that will include a more extensive review of the ordinance banning all remote controlled aircraft. Finding a safer location for drone operations will likely be an important component of such planning. operations. CalPilots will be in the room to help educate the decision-makers



about these flight safety issues, and voice the rights and legitimate needs of the General Aviation Community.

Relevant Websites:

San Carlos Airport Pilots Association:
www.sancarlosairport.org

Palo Alto Airport Association:
www.paloaltoairport.aero

"The Almanac" Newspaper:
www.almanacnews.com

Drones are an important new player in the General Aviation arena. They are here to stay. CalPilots is committed to helping them to be a safe new player.



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>

CALIFORNIA PILOTS ASSOCIATION



Annual Member's Meeting

10 AM, Saturday, October 22, 2016
at the Aviation Expo, Palm Springs Int'l Airport

www.calpilots.org



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www.aviation-xpo.com/calpilots

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California Nonprofit Corporation. IRS 501(c)(3) #953097055

NOTICE TO CALIFORNIA PILOTS ASSOCIATION MEMBERS:

The California Pilots Association (a California nonprofit corporation) will conduct its Annual Membership Meeting at 10:00 am, Saturday, October 22, 2016 within the Aviation Expo, Palm Springs Int'l Airport, Palm Springs, CA.

The Bylaws of the Corporation define the criteria for participating in elections and voting:

Para. 37. ENTITLEMENT TO VOTE. Only Members who have paid all obligations owed to the Corporation, including dues, at least ten (10) days prior to the meeting or at least ten (10) days prior to the date on which written ballots are sent shall be entitled to vote on matters presented at such meeting or in such solicitation by written ballots. Each member shall have one vote on each matter submitted to the membership for vote.

Click on this Link to Join CalPilots

http://calpilots.org/index.php?option=com_content&view=article&id=2725&Itemid=128

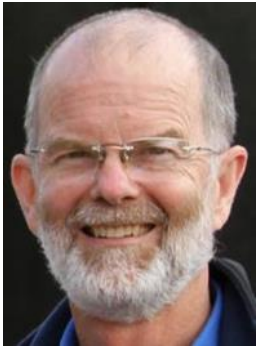


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"CalPilots is a 100% volunteer entity, an organization that has achieved a remarkable number of accomplishments even while functioning in the "spare time"



Affiliates Forming DARTs, AirVenture Update by Paul Marshall, DART Program Manager



There are many ways General Aviation Pilots can contribute their time and expertise to the Community and the State. Creating a DART at your airport can make a huge difference!



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

CalPilots does not sell or share members information

Three more CalPilot affiliate organizations have started forming Disaster Airlift Response Teams at their airports. Congratulations and recognition goes out to the people spearheading these efforts – Marian Harris and Vernon Rooze at the Half Moon Bay Airport Pilots Association, Anne O'Brien and Jim Gates at the Torrance Airport Association, Bob Butera and Rocky Green at the Lincoln Regional Aviation Association, and the other people in their associations who are working side by side with them to make this happen. With these DART organizations joining the ones already in place at Watsonville and San Martin, we now see the beginnings of a statewide network of DARTs providing a valuable layer of support and relief in response to disasters around the state. Each of these groups is providing contacts for our statewide DART network listing which will be shared among the DART chairpersons in our state and with emergency services managers. Says Bob Butera, LRAA President, about why the LRAA decided to form their DART, "We think the DART fits hand in glove with our pilot association's mission and our community. It is a perfect program for our group, and better prepares our community to respond successfully to a disaster."

In these efforts, special thanks go to Marian Harris, President of the Half Moon Bay Airport Pilots Association, and her team who think that they have found a way to simplify the porting of the existing DARP (Disaster Airlift Response Plan) to other organizations who follow in their footsteps. Marian's organization has been talking about the idea of forming a DART for a year, and used the visit and presentation from Paul Marshall as a final catalyst to jump into the fray and start forming their team.

Airventure – Presentations and Update:

I put on a DART presentation at an Oshkosh Airventure Forum and organized a panel discussion on Volunteer Pilots in Disaster Relief.

The panel included the Deputy Director of the FEMA National Integration Center, the Executive Director of the Virginia Department of Aviation, the President of the Virginia Volunteer Pilot Group, and the Executive Vice President of the Air Care Alliance. Although the pilots at Airventure still have a ways to go to get interested in disaster response and their opportunity for service, this presentation and panel were valuable for spreading the word and making national connections. Particularly interesting was a tip from a pilot in another 501(c)3 pilot group who said they had been given a waiver from compliance with the pro-rata-only-expense-reimbursement FAR for private pilots. I followed up this tip the next day at the FAA Administrator's annual Airventure presentation where I found the National Flight Standards Director available for private questions at the end of the administrator's presentation. He said I was mistaken, that the pro-rata-only-expense-reimbursement FAR was not waivable. Seeing the glum look on my face, he then smiled and said that although it was non-waivable, it was quite possible to get an EXEMPTION to this FAR and explained in broad terms how to do it. I will follow up on that going forward.

CalPilots needs **YOU** to encourage your airport association to start a DART at your airport. Join the growing number of CalPilots affiliate associations who are also discussing the same issue, but have not yet decided to move forward. For assistance, contact paul.marshall@calpilots.org. I can tell you about the upcoming October San Martin DART mobilization exercise which you might want to fly out to and observe or participate. Check out our new CalPilots DART web page at http://calpilots.org/index.php?option=com_k2&view=item&id=5741:dart&Itemid=595

Maintaining your Chapter's Tax-exempt Status by Dave Williams

Each year Calpilots must submit a list to the IRS telling them who we have included in our Group Exemption. That submission will take place before the end of September. The IRS requires Calpilots, as the holder of the Group Exemption, to determine that individual Chapters are in compliance with the IRS's rules. We use the Chapter Administration Checklist to help in that determination. That checklist was sent to the Chapters in February, and a majority of them were promptly returned. Over the next few months more trickled in until there were only a few missing. I have been contacting the rest individually over the last month, and I believe we will have them all in time so all the current members of the Group Exemption can be included in our IRS letter.

I was curious at first why some of the Chapters seemed so disinterested in getting the checklist back in a timely manner. As I contacted them I discovered a few common threads.

- 1) They are unaware that the checklist is a requirement for inclusion in the Group Exemption.
- 2) Calpilots has not been communicating effectively with the Chapters
- 3) After elections, out-going groups of Chapter officers have left incoming officers with no records or direction.

Several of the people I talked to did not even know they were a member of our Group Exemption, and most had never been told what was required to maintain their tax-exempt status. Several groups had not received the checklist at all, because Calpilots had neither a current email, or postal address for them.

At the top of the checklist is an item that is very important. The "Authorization for Inclusion on IRS Group Exemption Letter" is our way of complying with the requirement that we have:

"A statement that each of the subordinates has provided a written authorization to the central organization, signed by an authorized officer of the subordinate, agreeing to be included in the group exemption (see also *New 501(c)(3) organizations that want to be included*, later in this section)."

Without that signed statement a Chapter must be removed from the Group Letter to the IRS. Once removed it is virtually impossible to regain that tax-exempt status without disbanding the organization and re-incorporating as an entirely new organization. As you can imagine, it is far less work to submit the four required filings with the IRS and State of California agencies.

Since I mentioned the California agencies, it should be pointed out that even though the filings for the Attorney General, the Franchise Tax Board, and the Secretary of State are on the checklist, Calpilots does not actually have any connection to the individual Chapters' tax-exempt status with the State of California. That status belongs to the individual Chapter, unlike the IRS Group Exemption, which belongs to Calpilots. The Checklist includes them to try to help the Chapters stay in the good graces of the State agencies.

Looking to the future, I hope to send out emails to the Chapters in order to be sure that we have current contact information, so that next year everyone receives a Checklist and understands the importance of returning it with a signature. I would like to ask the officers of the Chapters to make sure there is a record of the various identification numbers asked for on the Checklist, and that the current officers understand that their tax-exempt status depends on being current in the filings (and returning the Checklist). As newly elected officers take over in the future, it is important that they understand their tax-exempt status with the IRS and State, and what will be required to maintain that status.



The Gnost Field Safety Awareness Week is going into its second edition. Our annual event represents an invaluable opportunity for us pilots to educate the local community about the role and social benefits of general aviation, while we get to focus on widening our flying skills and safety awareness.

Pilots who register to attend the Thursday evening safety seminar will have a great jump start on the week's events. Under the guidance of Master CFI Rich Stowell, the 2014 National FAAS Team Representative of the Year and 2006 National CFI of the Year, we will learn about the aerodynamics of flight. Rich, an engaging speaker and passionate teacher, shares with us in this new seminar his knowledge about aviation and, with his unique way of presenting complex topics in a precise while friendly and practical way, helps us reach our "aha" moment about such a critical topic. As it is customary with FAAS Team sponsored seminars, it is free and attendees get one WINGS credit.

Many of you might like to take advantage of the several activities planned for this week. In order to help you start planning your attendance, here it is a summary of 2016 GFSAW calendar:

- Oct. 20, 7 p.m.: The Aerodynamics of Flight Revealed, Rich Stowell
- Oct. 21-23, 8:30 a.m. to 5:30 p.m.: Hands-on basic aerobatics and upset recovery training with Rich Stowell
- Oct. 22, 10:30 a.m.: Airport Open House and Young Eagles Rides
- Oct. 22, 7:30 p.m.: Gala Dinner and Live Music on the Airport.

HOST / ORGANIZER:

The Gnost Field Safety Awareness Weekend is a cooperative effort between Scanlon Aviation, Gnost Field Community Association, Avemco Insurance Company, Maserati of Marin, the Experimental Aircraft Association and volunteers.

LOCATION:

Scanlon Aviation Hangar

MORE INFORMATION:

Please visit 2016 GFSAW web site (<http://gfsaw.online/>), email us (info@gfsaw.online), or call the Scanlon Aviation team at (415)897-9787.

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ANGEL FLIGHT: The Mission Day of a Pilot

by Cheryl Hall



On a hot summer morning, my co-pilot and I departed Hawthorne for Fresno, on a mission to bring an 8-year old young boy to a camp for burn survivor children. This was a place where he could be with 200 other children with the same challenges, and not feel ostracized due to his appearance.

I was sitting right-seat on the way up, so could check that our passenger was comfortable, and attend to his needs. On the way up, I was concerned about how I might react to children in this condition. After helping check in over 35 planes of volunteer pilots coming in from all over the Western United States, bringing campers, I went about the large room at the FBO making sure campers were made comfortable and had made a friend. One child had not an inch on her body that was not burned; she was 6 years old. After less than a minute of looking into her eyes, I no longer saw her outsides; she was just another charming little 6 year old; like your children.

After two weeks of living and sharing with their friends, there were tears and hugs at departure, even by teenagers, who had seen old friends and made new ones. I don't think the FBO has ever seen that many children and the ensuing cacophony, as least since we did the same thing to them two weeks prior, and in fact every summer! They are delighted to have us, and donate their facilities, personnel and time to coordinate this fly-in.

There were many types of planes on the ramp, whatever that pilot owned or rented. On the return leg I asked my passenger what kind of planes he liked; and he responded "I have been here a lot already, and I like the small planes." I responded "that's a good thing, because that's what I've got!" (On the way home, he shared that he had been burned at a family barbecue, and that his friends made fun of him at school; I wanted to cry.) We had to give him the treat of a hamburger at Harris Ranch on the way home; I'm not sure if the stop was really just for him!

Upon arrival back in Hawthorne, there was a tearful reunion with his parents; they had all missed one another; parents so deeply grateful because they could not have afforded to send their son to camp, let alone a special needs camp like this.

It is the most rewarding thing I have done in my life, flying missions for Angel Flight. And the reward is right there in the back seat.

Cheryl H.

Angel Flight Pilot

P.S. I am one of thousands of pilots incredibly fortunate to have the opportunity to combine my skill and passion for flying with helping others, whether it be patients' need of transportation to medical facilities, compassion flights for families, camp missions, transporting Wounded Warriors, Disaster Relief, and more. All Angel Flight pilots donate their time and planes to do this. There is never a doubt that we change lives with every flight.

More about Angel Flight at www.angelflightwest.org. We fly out of airports all over the country.

Editors Note: A Pilot friend of mine gave an Angel Flight awhile ago to a young burn victim. When he met the boy at the airport, he was glum and despondent, not looking forward to his medical procedure. He let the boy sit in the right seat and let him fly. Upon landing, the boy did his best to give him a huge hug. He told my pilot friend that when he woke up that morning, it was the worst morning of his life. But it turned out to be the best.



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Partnering with Pilots: Celebrating Seabirds' Allies in the Sky

By Sean Denny



In 1903, the Wright brothers changed the world forever by building and flying the world's first airplane, a "flying machine" that flew 120 feet and reached an

airspeed of 34 mph before falling back down to the sand in Kitty Hawk, North Carolina. To engineer such a machine, the brothers, and others before them took inspiration from birds, studying the physics of bird flight and the behavioral methods used by birds to control flight once in the air. Yet a century later—and in an ironic twist—a particular group of birds—seabirds—have become vulnerable to disturbance from the very machines they inspired.

Airplanes, helicopters and unmanned aerial vehicles (e.g. drones) approaching too close to seabird colonies can disturb seabirds through their loud noise and proximity. When such disturbances are repeated or severe, they can affect the conservation, recovery, and long-term health of an entire colony by elevating stress levels in seabirds and making them more vulnerable to the already stressful conditions they naturally endure—harsh weather and an unpredictable food supply. Disturbing seabirds comes with other, perhaps less obvious risks. When birds are flushed from their nests, their eggs become exposed to the elements—to cold and windy weather—and to predators, such as gulls and ravens.

For this reason, the Seabird Protection Network (Network) is proud to be partnering with local pilots who are doing their part to protect seabirds by reducing disturbance and spreading wildlife-friendly practices throughout their community. Among our most active partners is Gretchen Kelly, the airport manager of Half Moon Bay and San Carlos Airports. Over the past several years, Gretchen has shared our conservation messages with hundreds, perhaps even thousands of pilots. In addition, through her leadership, Network staff have had the opportunity to attend the pilot briefing at the Pacific Coast Dream Machines event for the past several years. Our presence at the briefing provides us with an opportunity to remind

pilots of sensitive wildlife areas and to encourage pilots to fly at or above 1,000ft AGL in such areas. We are excited to announce that this year, because of Gretchen's efforts as well as those of the other pilots participating in Dream Machines, there was not a single aircraft disturbance to the nearby Common murre seabird colony on Devil's Slide Rock. This is a first for this particular colony, so here at the Network we are definitely celebrating. Thank you pilots!

Other pilots, such as pilots of the California Highway Patrol (CHP), Coast Guard Auxiliary, Gness Field Community Association, as well as local pilots who are members of an Overflight Working Group of the Sanctuary Advisory Council, have also teamed up with the Network to find common ground regarding seabird protection. Sgt. Steve Neumann of CHP was recently featured in a film created for the Seabird Protection Network in which he discussed his efforts to avoid disturbing seabird colonies (see the video [here](#)). Working with Sgt. Neumann allowed us to express our understanding that rescue missions and human safety should always take precedence during flight operations, but also to explain why it is so important to avoid flying low over seabird colonies in less pressing circumstances. And more pilots still, such as Ken Mercer, Patrick Scanlon, and Rebecca Joseph have shown their support for seabirds by committing to "fly at or above 1,000 feet AGL for safety and wildlife". If you are interested in making this commitment, or learning more about wildlife-friendly flying practices through an in-person presentation, please contact us at 415-970-5244 or California.Seabirds@noaa.gov.

We know that conservation works best when it is grounded in community participation, stakeholder engagement, and mutual understandings. As such, we're thrilled to have the opportunity to work with pilots who are eager to share their voices and hear ours. Therefore, the Network wishes to extend a heartfelt thank you to the pilots along our coast, for your efforts, partnerships, and overall involvement in seabird protection. Seabirds are the most threatened group of birds in the world. Therefore, it's comforting to know that they have allies in the sky.

ADS-B ... Jan, 2020 Deadline

You should have seen this already, but if you missed it, and you still need to install ADS-b in your plane, you want to be watching for this program.

Starting this fall, FAA Administrator Huerta is going to work harder to induce the GA community to install the required equipment. At the present rate of installation, the community is not expected to meet the 2020 FAA mandate for ADS-B. That is a part of why the FAA has come up with a new inducement.

\$500 is being offered to the first 20,000 owners of single-engine piston aircraft that apply. When? The rebates will start some time this fall. Watch for it! Unfortunately, those who have already installed their equipment are not eligible.

The Aircraft Electronics Association will run the program using a dedicated website. More details are available on the FAA's website (www.faa.gov/nextgen/equipadsb/rebate/).

Toys for Tots



Get the Christmas spirit at your airport. Join this statewide effort that runs from October to December and focuses on kids in California. Make General Aviation proud.

<http://toysfortots.org>

Contact Charlene Fulton at (209) 480-8740 or charlene.fulton@calpilots.org

Below is a link to the Toys-For-Tots promotional media.

http://toysfortots.org/promotional_media/promotional_posters/Default.aspx

If Not Yourself, Who Do You See as a CalPilots Leader?

By Corl Leach, CalPilots President

Every year the California Pilots Association faces the same challenge of identifying individuals who are willing to give their time and energy to support the state's General Aviation community and airports. This isn't unique to CalPilots as its something common to most every all-volunteer organization.

I certainly don't expect this article to result in a flood of messages all saying "Pick me! Pick me!" and honestly, that's not the purpose. Instead of volunteering yourself, I'm going to ask you to tell me who you believe would be a good candidate for a CalPilots leadership position. Just send me a name, their contact information, and a little bit about why they would be a good person for the role. I promise I won't tell them who suggested them unless you want me to!

There are many opportunities available for people who are willing to share their time in service to their fellow aviation enthusiasts. From the elected Officers to Directors-at-Large to serving on committees that might not even exist yet! If you're interested in volunteering personally but aren't sure what is involved, give a call to one of the Officers or Directors (they're listed both in this publication and on the website, www.calpilots.org).

CalPilots is accepting nominations for the positions listed below. It is preferred that individuals reside in the Region they are serving but this is not a hard-and-fast rule. All positions are 2-year terms that commence following the Annual Members Meeting and Election to will be held in Southern California in October. (Exact details to be announced soon!)

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CalPilots often receives emails from individuals who are conducting research or are simply curious about a certain topic. While our own resources are fairly deep, occasionally we need to ask our members for help.

Ms. P. Rambo presented this situation:

I'm tracing the AAF/AF career of my father, and in flying the airlift preparatory to the invasion of Japan, replaced by the occupation of Japan, his flight records show an airfield DHF. I believe it was in California, although it may have been in the Pacific. Do you know someone I could contact who might know this airfield code? Thank you very much for any help you can give.

In November 1945 my father, who had returned from the Pacific and was briefly stationed at Fairfield-Suisun Army Airfield (later Travis AFB), Pacific Division, Air Transport Command, flew a C-54 on a route which I think was part of the huge airlift that had originally been planned to supply invasion

forces, and after Japan's surrender was repurposed for the coming occupation. Here are the dates, airfield codes, and flight times for each leg:

11/20 DHF to INF 2:45

1/ 21 INF to Hk (I think Hickam, Hawaii) 9:55

11/ 23 Hk to Kw (I think Kwajalein) 11:45

November 24 Kw to Gu (I think Guam, since the Marianas were listed as a point in the airlift; but possibly Guadalcanal) 7:40

11/ 26 Gu to Kw 7:35

11/27 Kw to Hk 12:30

11/30 Hk to DHF 11:30

You see why I think DHF is probably in California. I don't know what INF (also shown as Inf) is either. Neither is a code for Fairfield-Suisun (SUU) or Hamilton Field (I think SRF), and I can't match either DHF or INF to anything.

Can you help us help Ms. Rambo decipher where "DHF" might have been?



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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**

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Or send by email: Phil.Corman@calpilots.org

What Does the Future Hold for Chico

by Paula Jessup, VP Region 1



When I heard the rumors that Sherry Miller, the Airport Manager from Truckee, had been offered the position of Airport Manager of Chico, I was very interested to see how this would affect the future of Chico Municipal Airport. As I had met her several times over the years, I was curious to hear her thoughts. I decided to ask her for an interview to be printed in the next issue of the California Pilots Association so that all might hear about the changes. Below is the printed interview:

Could you give a brief history of your background before coming to Chico as the new airport manager?

Sherry: I started flying when I was 12 and got my pilots license in 1984. I have a BA in Airport Management and a Master's in Public Administration. I've been managing airports for 20 years and have worked in various capacities at 13 airports. Immediately prior to taking the position at CIC I was the Airport Director at the Lake Tahoe Airport for 7 years.

What do you think makes a good airport manager?

Sherry: Being flexible. It can be difficult balancing regulations, politics and practical needs.

What changes do you anticipate for Chico in the upcoming years?

Sherry: We're looking into sustainable Air Service, increased use of the facility by aeronautical users, reducing the Airport Enterprise Funds dependence on the City's General Fund and better compliance with FAA and City guidance.

In the originally proposed management plan to the City of Chico, it suggested possible changes to the parking area and the additional revenue that could be

collected. Ill you consider implementing these changes as a way to increase revenue for the airport?

Sherry: It's possible but too early to see if we will be charging for parking and even who we will charge. It's a good short term solution to the Airports budget shortfall, but one of the draws of this airport for passengers is free parking.

What are your thoughts on re-acquiring passenger service out of Chico? Will there be possible changes to the destinations?

Sherry: We're looking at sustainable Air Service and my belief is that Bay Area airports such as OAK or SJC may be a better fit for us. A lot of folks in Chico were frustrated with the delays and cancellations that came with service to SFO. LAX might work but we'll be looking at other LA area airports too.

What do you see as possible stumbling blocks that other airports are facing, and how will you keep Chico from succumbing to those same stumbling blocks?

Sherry: The biggest challenge facing us is air service and filling the seats. We'll have to position ourselves well with the carriers. But we have a lot going for us too – Chico State is here, Sierra Nevada Brewing Co. is here and a lot of tech companies are coming to town.

How much voice or input will General Aviation have in any proposed changes at Chico?

Sherry: GA will have a large say in what we do at the airport – my door is always open.

The last five years have been economically difficult for many airports. Aviation, as a whole, has been slow to recover. How do you intend to balance the needs of Aviation but still maintain or increase revenue?

Sherry: Currently the Airport Enterprise Fund (AEF) uses over \$700,000 from the General Fund each year. I'll likely "keep up with the Jones's" by looking at what other airports are charging for rates and fees. Most of the hangars here are privately owned so I have no control over hangar lease rates but there are other fees that need to be looked at. We also need to develop more land at the airport – we're losing potential revenue by not leasing available land.

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

WHY DO WE NEED A PILOT PAC?

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

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

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