

CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



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PRESIDENT'S PERSPECTIVE



Hi CalPilots Friends and Flyers,

If you attended the Cal Pilots annual meeting on September 12th: California Zooming, you know it was not only fun but informative. Beginning with a wonderful presentation by our two friends captains Brian Schiff and Mike Jesch. They challenged us to fly in California.

Thank you to our special guests John and Martha King for kicking our day up a notch. Our board member, Julie Lucas wins gratitude from all of us for arranging the Captains and the Kings.

We also had sessions on "Airports Run on Politics"; "How to have Fun at your Airport; How to Plan an Event"; "Promoting your Airport" and All about CalDART.

Don't forget to check out our **YouTube** channel where you can watch all the videos from California Zooming. Also follow us on **Twitter** and **Facebook**.

We are continuing our Membership Drive started at our annual meeting. Please join us on CalPilots.org. Membership fee is \$35 from now until the end of the year when we expect there will be an increase.

We want to welcome our three new board members.

New Vice-President for Region 1, Patrick Wallner in Redding who is anchoring CalPilots in Northern California. He is planning a new Chapter in Redding. Contact Patrick if you want more information on that.

Returning board member Doug Rice, will take the Vice President for Region 3 spot. Doug took a hiatus from the board for a number of years. We are happy to have the recently retired airline Captain back. He is already moving forward with letters to Santa Clara County concerning hangar rates and Oakland with landing fees.

We are also delighted to have Maurice Gunderson join the board of the California Pilots Association. He is a recent Past President of the Mount Diablo Pilots Association in Concord. Maurice took over as Director at Large for Region 2 after our beloved George Riddle retired from the board.

Until next time...



<https://www.calpilots.org>

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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:

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California Pilots Association

1809 S Street, Suite 101-254

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CalPilot's Letter to Santa Clara County Airports Commission and Board of Supervisors on Failure to Award Airport Lease

September 25, 2020
58 Alpine Avenue
Los Gatos, CA 95030

Mr. Eric Peterson
Director of Airports – Santa Clara County
101 Skyport Drive
San Jose, CA 95110

Dear Mr. Peterson

At the request of several members, I am writing to express our concerns regarding the County's handling of and failure to award the lease at South County Airport to be awarded on July 15, 2020.

To my understanding, there are several factors that have lead to this failure. The term of the lease and unreasonable revenue expectations on the part of the county have been major factors that have lead to the lack of any bidder meeting the minimum bid. Given the historic failure of the county to lease the hangers they operate at the airport above sixty percent occupancy, the assumption that the hangers on the leasehold would remain anything close to the fully occupied is equally flawed. The fee split for the rental of the leasehold hangers (50/50) is also flawed because the county General Fund (Off Budget) would benefit greatly due to the reassessment of the taxes which would be paid by the leaseholder. The county's legal actions against aeronautical activity provider have also burdened the enterprise fund with a debt at South County much as the county did at Reid Hillview years ago, demonstrating continuing fiscal management to the detriment of the users who pay for the airports. The county's thinly veiled attempt to address the Enterprise Fund deficit through a one sided,

1. Failing to maintain the infrastructure-27 hanger owners have the right to remove their hangers from the airport, depriving the airport of needed future revenue and significantly reducing the tax base.
2. Failing to maintain necessary services – if the leasehold is not released to the incumbent, then the loss of maintenance, flight training and fuel services will be interrupted if not cease on the airport. The county would be unqualified and unable to operate these critical services.
3. Failed airport development – the county planned for the accepted Federal Funds (user funds provided user fees) to improve /expand the airport only to change its mind and return funds to the FAA. Why?
4. Failed RFP execution – the county failed its management duties to the users by developing and executing an RFP that has not been and most likely will not be awarded. If this happens with a single RFP, imagine what will happen in 12 unrealistic RFP further demonstrates an improperly managed county airport system.

Further, while the users continue under a cloud of debt not of their making, the County General Fund reaps the uncredited revenue paid by the users Off-Budget for personal Property Taxes. Possessory Interest taxes, Sales Taxes, and Gasoline Taxes. This will be exacerbated when the master lease expires in December, 2020 as the Personal Property and Possessory Taxes are reassessed. The County, however, is again mismanaging South County Airport by: Short months when somewhere between four and eight leaseholds are to be awarded are Reid Hillview Airport.

Cont. Pg. 4



Cont. From Pg. 3

CalPilot's Letter to Santa Clara County Airports Commission and Board of Supervisors on Failure to Award Airport Lease

It is clear that the county's goal is to get blood out of a turnip, to damage the aviation Infrastructure member there are about 1,700 aircraft registered in Santa Clara County but less than 1,000 are on the tax rolls because the rest are located outside the county (source – County Assessor). So, at best the county only accommodates about 70% of the demand (and sacrificing significant tax dollar to surrounding counties) with resources and services that have been poorly managed and paralyzed by political actions.

Time is of the essence. Failure to provide essential services at South County Airport will cause irreparable harm to the users and the airport. Inaction is not an option. At this late date, there really is only one way to ensure the continuity of services and to protect the airport infrastructure. That is to extend the existing lease beyond the December 11, 2020 expiration date by one years' time allowing the county time to revise and reissue the RFP with reasonable terms and conditions and ensuring users that services necessary for aeronautical activities remain available.

I look forward to your timely response.

Sincerely

Douglas L. Rice
Regional Vice-President-CalPilots

Former Santa Clara County Airports Commissioner

Cc: SCC Director of Roads and Airports



San Martin Airport



Reid Hillview Airport



Santa Clara County Board of Supervisors Receives “Vision Plan” for Reid Hillview Airport Property

By John McGowan, CAAPSO Board Member and AOPA ASN Representative for Reid Hillview Airport

At its regularly scheduled Zoom meeting on October 17th, the Board received the final “Vision Plan” prepared by county staff and Gensler Consultants. This study (funded at \$400,000) was one of the 11 items approved by the Board in December of 2018 when it voted 3 to 2 to continue refusing FAA Grants and to explore options for closing Reid Hillview Airport and transferring its activities to San Martin Airport. The Board also reviewed a minimal Emergency Services Contingency Plan (prepared by Harry Freitas) and reviewed and approved a new Master Lease Agreement for the FBO at San Martin, and rates for the hangars and tiedowns excluded from the Master Lease, managed directly by the county.

The Board directed in 2018 that the Vision Plan explore only “non-aviation” uses for the Reid Hillview Property, so the 91 page report looked at the neighboring geography and demographics, and solicited input from a number of neighborhood groups about their desires and concerns for the property should the airport be closed and redeveloped. Affordable housing and educational and employment opportunity were the highest ranked desires, and community dislocation (gentrification) and safety were the highest ranked concerns. The full report is available at: <https://www.sccgov.org/sites/faf/capital-projects/rh/Documents/Reid%20Hillview%20Vision%20Plan%20Report.pdf>

Airport opponents had arranged for more than 100 speakers to express their desire to close the airport in 1 minute presentations, and the CAAPSO organization (www.savereidhillview.org) and others presented more than 25 messages in support of exploring commercial and community development around the airport while retaining the airport as a county asset. Opponents cite lead hazards, carbon monoxide poisoning, airplane crashes and noise among their reasons for closing the airport. After more than 3 hours of speakers and 40 minutes of discussion, the Supervisors voted 4 to 1 (Supervisor Wasserman objecting) to ask staff to return in March of 2021 with the Lead Hazard study being produced by county medical staff, and to begin exploring the “Phase 2” steps outlined on page 88 of the report. Those included establishing goals for a Master Planning Process and defining Master Planning Scope. Supervisor Simitian strongly opposed Cortese’s original proposed motion to also begin the “Master Planning Process” (Phase 3) and Supervisor Ellenberg followed his lead in supporting only a limited Phase 2 step approval.

The Emergency Services response looked solely at firefighting assistance, and stated that CalFire had expressed satisfaction that any 8 acre parcel in the vicinity could be used for supporting fire-fighting helicopters.. No mention of fixed-wing emergency response, nor of hazards linked to earthquakes and road damage.. Accordingly the county staff position is that Reid Hillview is not a critical resource for emergency services.

Following review of the Vision Plan, the Board quickly approved the new Master Lease for San Martin (applies only to Maintenance Hangar, fuel and a few tiedowns on the ramp) and the pricing and management plans for hangars and tiedowns to be managed by the county.

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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 the California Pilots Association (CALPILOTS) and (ACA). 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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What Role Will Urban Air Mobility (UAM) play at your Airport?

By Gill Wright CalPilots
Region 2 V.P.

California's aviation industry has always lead with innovations and creations of new flight technologies that changed the world in profound ways. In 1927 Ryan Air manufactured an experimental aircraft, N-X-211, for Charles Lindbergh to cross the Atlantic Ocean, and showed the world how flight could shorten the distances of our planet. The excitement of Lindbergh's accomplishment ignited the aviation industry to shrink regional distances. At that time in California, the use of Ford-Tri Motor airplanes connected metropolitan areas from San Diego to San Francisco and beyond to Seattle. These passenger aircraft changed the time to travel longer distances when compared to train travel of that era. Keep in mind there was no interstate highway system in 1927.

A short five years later on December 17th, 1933, California gave birth to a new aircraft, with the first flight of the Douglas DC-1 from Santa Monica airport. This iconic bird represented the evolution of all aluminum airframes, with retractable landing gear, advanced flight control surfaces, and a significant increase of flight range to the air transport industry. The design evolutions of the DC-2 and DC-3 changed the nature of aviation for decades to come, and again shortened travel times between cities of the world. These transformative events in aviation 90 years ago are very parallel to the growth of **Urban Air Mobility (UAM)** technologies of today's innovators.

In the [May/June 2020 CalPilots Newsletter](#), it was articulated how three UAM firms (JOBY, LILIUM, & VOLOCOPTER) had raised over \$1.2 Billion dollars in investor funding to produce their unique VTOL airframes towards commercial flight operations. These three top firms are but a small sample of the much larger, and global effort to reach the 'air taxi market' with certificated UAM craft. It is estimated there are over 250+ of various small aircraft in design, build, or flight testing phases, of these advancing aeronautical technologies aircraft around the world.

California has its fare share of these developments in and around our State's airports. There is JOBY, AMPAIRE, SABERWING, XTI, eVATION, XWING, and RELIABLE ROBOTICS, to name a few. All of these firms are diligently refining unique integrations of known aeronautical manufacturing principles with modern materials, advanced electronics, and flight control systems towards an entirely new paradigm of how people and cargo will travel in the atmosphere of our California skies, and the Nation's airways.

There is a new concept of transportation emerging, know as "Transport as a Service" (**TaaS**). Where vehicles, both on the ground and in the air, are individually used but not owned, just like well established taxi services, trucks, ships, or aircraft lease companies the world over. Given the economic cost structures of many of these individual VTOL/eVTOL and fixed wing aircraft, plus the complex nature of the maintenance of these new VTOL/eVTOL aircraft designs, this well established short-term use/lease business practice is establishing a new application in the aviation sector. The shift towards **TaaS** is in large part driven by the transportation information technologies of the last ten years. This is best exemplified by UBER, LYFT and other ride sharing services.

For decades the Part 135 Air Charter segment of aviation has well served clients needs to fly between smaller cities on short notice. Here in California there are many providers of this type of flight services between rural GA airports and urban center airports of both the greater Los Angeles and the San Francisco Bay areas. In the last few years there have been a number of new entrants to this market such a **Surf Air**, **Blade**, and **FLOAT** that provide subscription air taxi service between established cities. This is an early rendition of **TaaS**. By 2023 there will be a new participant to these air charter services known as **UBER ELEVATE** that will begin on demand air taxi services with a variant of the **Joby S4 eVTOL**, and other certificated VTOL/eVTOL aircraft in the Los Angeles market.

The **JOBY S4 eVTOL** aircraft is in advanced stages of obtaining its airworthiness certificate with the FAA towards commercial operations by 2023. The September 28th issue of Aviation Week & Space Technology's front cover photo of the S4 in hover flight above the rolling hills of their California test center was followed up with a 6 page article, detailing the progress of this new type of aircraft. Given the investor pool behind this eVTOL project, such an article would not be allowed unless there was a high level of certainty towards the pending commercial flight operations in the near term future. Keep in mind that earlier in 2020, Jody had secured over \$720 million of investor funding to bring this airframe to market. That magnitude of capital investment is seeking a longterm Return On Investment (ROI). One of Joby's prime investors was a \$320 million investment by Toyota, and their economy of scale to manufacture vehicles. This is a clear indication of things to come in the next 3-5 years.

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What Role Will Urban Air Mobility (UAM) play at your Airport?

Uber Elevate's prime goal is to develop the information matrix to blend the product of TaaS with the various VTOL aircraft service providers and individual customer transportation needs for operational urban air taxi services. In the last 3-4 years there have been significant progress in the discussions between the innovators of these new UAM aircraft and the aeronautical regulators of both the FAA and EASA (European Aeronautical Safety Administration). The discussions have covered manufacturing of the various VTOL and fixed wing aircraft, with both conventional power sources, but also electrically powered aircraft, and a few Hydrogen fuel cell systems too. Pilot training and operations of these new craft, with a laser focus of safety, have progressed well. There are mature discussions of how these VTOL aircraft will ingrate with the National Air Space (NAS) as these aerial taxi services begin passenger operations in the markets of Dallas TX, Los Angeles CA and Melbourne Australia by 2023.

Here in California there will be use from these VTOL aircraft and fixed wing air taxi services in our smaller GA airports. Airports within a 100 mile radius of SFO & LAX will see the first impacts within the next 2-5 years with increased aircraft operations, and an associated increase of ground service needs. A very good example of this air taxi service demand was exemplified in late 2019 when FLOAT announced their subscription service, and had over 3,000 people sign up for air transportation in the greater Los Angeles and San Diego market. FLOAT was utilizing Cessna Caravans for 12 passengers per trip. Prior to the Covid-19 outbreak, this service was expanding its footprint in the Southern California market, thus proving there is a market demand for point to point air taxi services, at an affordable price.

With these current fixed wing, and helicopter air taxi services there is an increase in aircraft operations in smaller airports, but also an increase in ground service needs, such as available ramp space, fuel and maintenance needs. But there is also an impact in parking utilization and marshaling the riding public to their air transportation service provider. This "on demand" increase of airport facilities use will become an issue when commuter cars exceed available car parking at smaller GA airports. When an air taxi service begins to have a daily ridership of 100 to 300+ people a day, where will those individual's cars be parked at an airport that has 30-50, maybe more, parking places?? Many urban GA airports are land constricted in the Los Angeles and San Francisco metroplexes, and thus need to start planning for this expansion of existing airport facilities.

There are many factors to consider in what the UAM VTOL/eVTOL growth will bring in the next few years. In the next issue of CalPilots Newsletter there will be further discussions of the known issues of UAM airspace use within the existing NAS (National Airspace System), airport use issues of increased air & ground traffic, what fuel sources (100LL, Jet A, Ramp side electrical? Or Cryogenic Hydrogen?) will be needed at UAM operations?

This future of UAM flight services is coming. It is only a matter of when, not if.



CaldART organizes Oregon Firefighting Airlift

By Paul Marshall, CaldART President

On Monday September 14th, California's and Oregon's forests burned in some of the biggest fires on record. Direct Relief's Vice President of Emergency Response Andrew McCalla and colleague Chris Alleway were driving from their base in Santa Barbara to Big Sur and Santa Cruz with a big problem. After they distributed this batch of supplies to medical clinics in need on the central coast, how would they get a load of 100,000 KN95 face masks, 5 wildland fire kits, and a variety of other vital supplies to Eugene Oregon by Saturday to assist with the fire response there? They had been contacted by a new partner, Reach Out Worldwide with an urgent need for supplies. They would spend the week assembling the supplies, and needed quick delivery Saturday when ready. On top of that, Direct Relief needed to be onsite in Eugene for delivery. They called CaldART to see if we could help, and we did.

By Saturday we had 23 instrument pilots lined up, including 8 Angel Flight pilots obtained by Angel Flight President Josh Olson and his team. Jim Gates of Torrance DART not only assisted ramp operations at Santa Barbara, but also found Doug Mockett who flew the jet that day. The local CaldART members in Santa Barbara pitched in — Karen Kahn (also a CalPilots Board member and member of the Santa Barbara Airport Commission) flew her Baron in the flight and set up arrangements with the Signature FBO at Santa Barbara. Levi Maaia flew his Cessna 182, arranged for the Santa Barbara Sheriff's Aero Squadron to man the gates and provide ramp support, and interfaced Direct Relief's media team. Mary Bromage led volunteers from her flying club, helping load pilots and fill out the Aircraft Load Sheets. Ron Lovick of San Diego CaldART flew up to Santa Barbara to assist with ramp operations. Jeff Moorhouse, Angel Flight West Disaster Response Wing Leader, also provided ramp support at Santa Barbara. North Bay DART Member Andy Werback arranged transfer services hosted by the Sonoma Jet Center and Josh Hochberg at Santa Rosa. Neal White of the Oregon Pilot Association's nascent DART group organized ramp arrangements with Atlantic Aviation at Eugene.

Overall, we loaded 17 planes on the ramp at Santa Barbara with 4776 pounds of cargo and 3 passengers. 11 of the pilots flew direct from Santa Barbara to Eugene. 12 pilots flew the remaining 6 loads in two legs, transferring cargo at Reid Hillview, Palo Alto, Byron, and Santa Rosa. Local print and television media covered the operation in Santa Barbara and Eugene, and various CBS, NBC and Fox affiliates picked up the story nationwide.



Direct Relief's box truck showed up at 9:00AM with 6 pallets of materials to be flown to Oregon.



Greg Blanck of San Carlos Airport had the heaviest load of all the planes in the piston and turboprop class, narrowly edging out Douglas Sisk's Kodiak 100.

Learn more and/or join or donate to CaldART at caldart.org.



Pilots arrived throughout the morning to load their planes on the Signature ramp. Pilots came from throughout California, and a couple flew down from Oregon.



Benefits of Creating a CalPilots Chapter

By Ted Gablin, President, Redlands Airport Association Chapter of the California Pilots Association

We created our local airport advocacy group, the Redlands Airport Association in June of 2014. The original 24 charter members recognized our airport was under siege. At that time, we were dealing with a reservoir being constructed in a known wildlife corridor less than 1/4 mile from the approach end of our most used runway. We were all concerned about bird strikes as reservoirs are known attractants for birds. The reservoir location was located considerably less than the 10,000' recommended by the FAA. Additionally, the contractor constructing the reservoir sold the 650,000 cubic yards of excavated dirt to the property owner adjacent to the airport. A portion of the dirt was stockpiled in the runway protection zone of the same runway. The property owner planned on selling the dirt as part of a new sand and gravel business. The dirt was deemed an obstacle by the FAA, but no one did anything about it.

Concerned pilots at Redlands Municipal Airport (REI) complained to city hall, called AOPA, the FAA and the CalTrans Division of Aeronautics. These efforts were done individually by concerned individual pilots without coordination. These efforts, although noble, were not very successful. At the same time this was going on Rialto Municipal was being closed, as the City of Rialto made a deal with a developer for the property. It was only 17 miles from REI. Many of the pilots based at Rialto were moving to REI. Because we were unsuccessful in getting the City of Redlands to take action to save their airport from the ongoing issues, many of us believed REI would be next.

It was obvious that our airport tenants needed to band together to address the serious issues that faced our airport. We believed we would be more successful dealing with our airport issues directly if we coordinated efforts and skills to solve these problems. But airspace issues FAA and state regs designed to protect airspace and airports are complicated. AOPA was sensitive to our problems, but their support was limited to writing a couple of letters for us. Ultimately, after a chance encounter with CalPilots board members at a local airshow, we received some real help. Their volunteers provided great advice and leveraged their contacts to help us fight these encroachment issues our airport was facing.

In our dealings with Cal Pilots we learned about their goals to promote keeping our airports in California:

- To advance public understanding and interest in beneficial use and utilization of aviation in California.
- To conduct seminars to inform members of the public of uses and services of aircraft.
- To conducting training for persons desiring increased proficiency for flight safety.
- To provide technical and operational information to public officials regarding aviation safety, regulation, and airport land use zoning.
- To promote the preservation and enhancement of California public airports.

We also reviewed their three-tiered defense strategy for protecting airports. It became clear that what we were trying to do with our association was what CalPilots called "Tier 1 Defense". It just made sense and supported our decision to organize.

We agreed with their philosophy for airport users to take the lead on resolving airport issues. Local airport issues, airport status and local politics are best known by the tenants and businesses based at an airport. The experiences faced by our new pilots from Rialto, (we call them Rialto refugees) made it clear, no one would ride in on a white horse to save our airports. It's just impossible for groups such as EAA, AOPA and CalPilots to solve problems without airport user's involvement. These groups simply do not have the staff and resources to deal with every airport's issues. These groups are better staffed to provide advice and guidance to airport users that are dealing with issues at their home airport.

Sept/Oct 2020

Calpilots is a volunteer organization. There are no paid staff. But they are in their roles because they want to be there. They want to help. Many of the staff are consultants that advise California airport sponsors. Some know how the grant process works and can advise their members if your airport sponsor is not operating their airport in an appropriate



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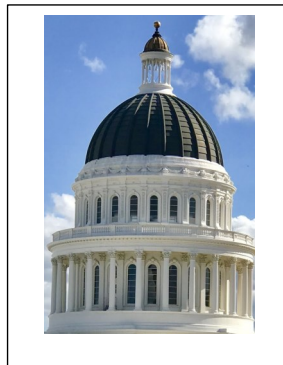
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California Aviation Related Legislation

Bill Analysis Summary

Prepared by the

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Santa Clara County Board of Supervisors Receives “Vision Plan” for Reid Hillview Airport Property

it should be noted that Supervisor Chavez (Board President currently) wanted to the Board to consider the Vision Plan and vote on the next steps ahead of Supervisor Cortese’s departure from the Board in January. Incoming Supervisor Otto Lee and Supervisor Ellenberg have not yet taken a public stand on closing the airport, but have expressed concerns that the airport as currently constituted is not the best possible use of the land and county resources. It will be up to airport supporters to address community concerns about safety and lead issues, and to put forward a viable alternative vision illustrating how an airport with commercial and community development on the perimeter can be a positive county asset. Airport supporters should be aware that despite FAA Grant Assurances running through 2031, the Supervisors could vote at any time between now and 2031 to close the airport, and that decision would be binding. Only 3 votes are required to close the airport. Helping each Supervisor understand the value of a General Aviation airport in Silicon Valley is critical over the next ten years.

Cont. From Pg. 10

Benefits of Creating a CalPilots Chapter

These groups are better staffed to provide advice and guidance to airport users that are dealing with issues at their home airport.

Calpilots is a volunteer organization. There are no paid staff. But they are in their roles because they want to be there. They want to help. Many of the staff are consultants that advise California airport sponsors. Some know how the grant process works and can advise their members if your airport sponsor is not operating their airport in an appropriate matter. Some CalPilots board members, because of their airport consultant roles, have working relationships with FAA and Caltrans Division of Aeronautics personnel. Those contacts can be very helpful when your airport is threatened. CalPilots has legal support too. They have an attorney that donates his time and can provide legal advice to their board members working with CalPilots members dealing with airport issues.

We also learned CalPilots is an IRS recognized 501C3 organization. They are also California State tax exempt. These benefits are available to Cal Pilots Chapters. This would certainly help airport groups avoid tax surprises for monies raised for airport advocacy uses at their home airport.

With consideration of all of this support our newly formed Redlands Airport Association took the necessary steps to become a CalPilots Chapter. We have been a member over 6 years and don’t regret our relationship. How did we do on our reservoir dirt pile issue? After 7 years, the dirt pile is 95% gone. The agency operating the reservoir has spent \$1.4 million on plastic balls to prevent birds from landing in the reservoir. These issues are behind us, but we are still dealing with numerous issues that affect the welfare of our airport. The fight goes on....

I encourage all pilots in California to recognize their role to protect their home airport. If you have a local airport association at your home airport, join it and get involved. If you don’t have a local airport association, consider create one. The California Pilots Association can help contact them by phone at 800-319-5286, or via email at this link: andy.wilson@calpilots.org



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