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Supporting and Serving Aviation Statewide

Volunteers Promoting and Preserving California's Airports

CALPILOTS

TAKE YOUR PLANE TO SCHOOL DAY

Flying high on planes

By Dana Yates

Daily Journal Staff

Planes that might normally cruise the sky above the Peninsula were grounded at Sandpiper Elementary School in Redwood Shores for a crash course in math and science yesterday.

“There’s always that mystery — they see them coming and going every day but don’t know how they work,” said Principal Linda McDaniel. “Whatever kind of connection you can make for them is really, really important.”

The San Carlos Pilots’ Association sponsored yesterday’s event that brought three small planes to the school’s playground. Class by class, student shuffled by the planes and climbed into the cockpit of a Kitfox. “I love airplanes, it’s cool how they can fly,” said third grader Megan Lange, who admits science is not her favorite subject.



Dana Yates / Daily Journal First grader Hunter Binasik took control of the Kitfox experimental plane which landed in the Sandpiper Elementary School playground yesterday afternoon. The plane was at the school to help get kids interested in aviation and science.

AIRPORT PROTECTION LAW LOOPHOLE

*Jay White, General Counsel-
California Pilots Association*



“The comprehensive land use plan shall be reviewed as often as necessary, but shall not be amended more than once in any calendar year.” California Public Utilities Code Section 21675(a).

The California Legislature enacted this law in recognition of the importance of California’s public airports. Uses of land near an airport must be compatible with airport operation if the airport is to serve its purpose. The county Airport Land Use Commission or other appointed body has responsibility to prepare an Airport Compatibility Plan

for each public airport. This plan is used by local planners in evaluating proposed new projects for compatibility.

Unfortunately, the language “plan shall be reviewed as often as necessary” provides a loophole for counties that are not disposed to comply with the law. In a number of California counties their compatibility plans have gone 10 to 15 years without amendment. This is unfortunate because changes in airport operation or nearby land uses may have changed significantly during that period.

At the time of this writing the California Pilots Association is considering sponsoring legislation that would close this loophole.

ANNUAL MEETING NOTICE!

WE ARE PLEASED TO ANNOUNCE THAT THIS YEAR’S ANNUAL MEETING WILL TAKE PLACE DURING THE AOPA EXPO IN SAN JOSE, CALIFORNIA. THE EXPO DATES ARE NOVEMBER 6TH THROUGH NOVEMBER 8TH. THE CALIFORNIA PILOTS ASSOCIATION WILL ALSO HAVE A BOOTH AT THE EXPO IN THE NON-PROFIT SECTION, SO MAKE SURE YOU STOP IN TO SEE US WHILE YOU ARE THERE!

THE DATE OF THE MEETING HAS NOT BEEN ESTABLISHED AS OF YET BECAUSE WE ARE WAITING FOR CONFIRMATION FROM AOPA.

WATCH THE NEWSLETTER AND WWW.CALPILOTS.ORG FOR MORE DETAILS IN THE NEAR FUTURE.

PRESIDENT'S CORNER

GLOOM AND DOOM - NOW WHAT?

Ed Rosiak



I want to be a cheer leader. Really. I want to be able to say that everything is going to be alright. I worry about always having to point out the issues that are threatening general aviation airports and others which also affect it as an industry. We need some good news for a change. The problem is lately, even when we hear it; it is dulled by the fear of the unknown.

As aviators we face some major problems. Having to spend \$60.00 to fill the car to drive to the airport to face \$5.45 (and more) a gallon 100LL is not a pretty picture. Many pilots fly on discretionary income. In other words, the amount we have left after the bills are paid. It is simple actually, with the cost of everything going up our priorities change, they have to. Check your local airport and you will most likely see a significant drop in GA operations.

We are left with this mess thanks to the current Administration and Congress' inability to get any meaningful economic progress done for the citizens of the United States. The Memorial Day weekend is an example that they really have no clue. The government and the "experts" predicted the usual huge travel days. The oil companies raised gas prices for no good reason other than they always have at the start of the summer. The airlines were ready, the hotels, and the amusement parks, all of it. Only it didn't happen. Much to the "experts" surprise, people stayed home because the cost of oil is so high that the cost of everything else has risen too. Surprise! Travel also requires discretionary income. Maybe they will start to

see a trend. Maybe, but lets not hold our collective breath.

Okay, the good news is that we aviators are a stubborn bunch, and we aren't going to let the country's lack of leadership stop us forever. For now we know that we need to run our air cooled engines as much as possible to ward off the air cooled engine's enemy, corrosion. Most articles will tell you that you need at least a half hour at cruise to burn the moisture out of the oil. It appears that many have already weaned themselves from the high cost of Starbuck's so we need to find more discretionary income expense we can eliminate to run that engine its half hour every week. Look for places to go that are close to home. Fly over to a favorite airport restaurant you haven't visited in a while. Fly as much as you can afford to, even though it is not as much as you would like.

And how long has it been since you cleaned your trusty bird? I mean a thorough wash and wax along with the interior cleaning that your aircraft deserves. Maybe it's time to get those few small maintenance jobs like oil changes, tires, brakes, etc. done. We may not be able to fly as much as we like to right now, but there is no reason we can't spend time at the airport getting the airplane back in shape or keeping it in shape. We aviators are a creative group, so go out to the airport and spend some time and effort on your plane. Those of us who don't own an aircraft can still hang out at the airport and fly whenever we can.

Finally, it is time that each of us told our politicians to get off their backsides and do something to get this country moving again; and I am not talking about a change of leadership. We need them to do their jobs for us now. They need to worry about reelection now, not every few years. Each of us has the power to make a difference; all we have to do is use it. See you at the airport.

SAVING WATSONVILLE AIRPORT - A LOOK BEHIND THE SCENES

Many of you have heard or read about the lawsuit that the Watsonville Pilots Association filed against the City of Watsonville to stop the city's attempt to build high density housing around the airport. We can all learn from their actions. The following article is presented in a question/answer format to help educate the state's pilots and pilot groups. Dan Chauvet and Hal Zamora both members of the Watsonville Pilots Association have provided the answers to the questions.

What was the cause of the concern regarding the airport viability?

A: The Watsonville General Plan 2030 update included plans to build off the end of a runway in Buena Vista and allowed "high density" housing around the airport which would have been a significant issue to the airport's future. As written, the Watsonville General Plan reinvented the state airport land use planning precepts developed by Caltrans' Division of Aeronautics substituting their own precepts.

What initial steps did you take to resolve the issues?

A: In 1996 we developed a Comprehensive Land Use Plan (CLUP) which the city refused to consider. The Watsonville Pilots Association (WPA) participated in Action Pajaro Valley, a planning organization and in 2002 presented a Compatibility Plan. WPA also participated in the Watsonville General Plan Steering Committee attending a number of meetings, orally presented our ideas, and supplied written reasons for our position. Plus we supplied our WPA prepared Compatibility Plan. Those written in-



Watsonville Airport

puts became part of the "record" in the case.

When it became clear that the City was not going to address your concerns what strategy did you come up with to deal with the situation?

A: We appeared at Council meetings and pleaded, and threatened a lawsuit. We also contacted the Caltrans Division of Aeronautics (DoA) and explained the problem. We also added to the WPA Board of Directors a Secretary for Legal Affairs (Hal Zamora), and Assistant Secretary for Legal Affairs (Dan Chauvet), both authorized to make lawsuit decisions and collect funds for the Legal Fund.

What other organizations did you get involved and how?

A: We joined with a local neighborhood organization, Friends of Buena Vista (FOBV) and attended their planning meetings. They spoke at WPA meetings. We contacted both CALPILOTS and AOPA. Both EAA Chapter 119 and the Monterey Bay 99's organizations contributed large sums, and individual members of both those groups contributed.

How many people were involved with the actual volunteer work?

A: WPA—2, FOBV 2 leaders and 4 others. Certain fund-raisers involved others. Others helped us considerably at times, like

putting on PowerPoint presentations at local public service organizations.

When the lawsuit decision was made how did you fund it?

A: First the Secretary for Legal Affairs set up a Legal Fund, keeping track of contributors and accounting. We explained the situation to WPA, EAA Chapter 119, and the local 99s, all who contributed initial seed money. Then we went to the general pilot community and asked for help. The response was immediate and substantial. Then the Friends of Buena Vista (FOBV) members joined the suit. We asked people in newsletters, websites, in aviation publications for money. CALPILOTS also helped us with a donation to the legal fund as well as newsletter and web site coverage.

How long did the lawsuit take and what did the lawyer determine your odds were?

A: We filed the lawsuit on May 24, 2006 and the written judgment was March 21, 2008. Our attorneys explained that a lawsuit against a City, County or State starts out with government entity winning. We also sued the DoA to bring them in. That was an excellent strategy that Jay White of CALPILOTS provided to us and it changed the odds more towards winning.

Did the city try to inflict any type of penalty or pressure on the users (pilots) as a result of the action against it?

A: Yes, the City Manager said they would close runway 8-26 sooner or later, and that we had no chance of a favorable court decision that they always win.

If so, how did you deal with it?

A: We said that he was probably correct, but we hoped for the best.

Did you try to create a relationship with any of the city council members during or before the lawsuit? If so, was it useful?

A: Yes, we have a Political Action Committee (PAC) the Watsonville Regional Airport Promotion (WRAP) and we met with, and contributed to their campaigns. That worked very well. There are now three out of seven pro airport people on the Council. We maintain a close relationship with those three, and meet with, and communicate frequently. The pro airport council members also attend the annual WRAP Dinner.

Did the city try to use its influence to get a decision in its favor?

A: Yes, they threatened the Judge with appeal. They got a few concessions that way. They have a full-time lobbyist and have hired other lobbyists one now working on modifying SB 1118 with what we think is a small improvement in the law as written.

If so, what did the City do?

A: The judge worded the decision to minimize the chances of a successful appeal and he told the attorneys for the City that he did that. His decision was designed to force the City to address all issues, even those that he NOT did rule on.

How long did it take the judge to come to a decision after both sides were heard and what was the result?

A: Five months, including requiring supplemental briefs and replies to the supplemental briefs.

What will you do if the city tries to overturn the decision?

A: We will go to the appeals court. If we lose there we will go to the State Supreme Court. We will ask the aviation commu-

Continued on page 6

Watsonville continued from pg 5

nity in the State for support—since it would be a “Save Airports in California” issue. At a recent meeting the Council aligned on appeal by 4-3. So, it’s likely that the City will appeal.

When you inspected the airport records using the Freedom of Information Act did you find anything unusual?

We investigated whether the City was using Airport Enterprise Funds for litigation. We found that all City litigation was being paid out of the General Fund. Airport records are pretty clean and straight-forward, as far as we know, because the Airport Manager is pro-airport.

What advice would you give to others who want to protect their airport?

1. Set up a Political Action Committee (PAC)
2. Participate in the planning process of a County or City
3. Put communications in writing with dates on it
4. Keep files in case litigation ever is needed
5. Reorganize your organization to include people to deal with a lawsuit
6. Communicate in local newspapers,

- aviation publications, and websites
7. Contact all organizations, like CALPILOTS, AOPA and others explaining the situation
8. Set up a Legal Fund using software and track names/contributions
9. Maintain a good relationship with airport management
10. Communicate with Caltrans DoA
11. Communicate with other pilot organizations



Hal Zamora and Dan Chauvet partners in crime and the men behind the scenes at Watsonville that made it all happen.

The Watsonville Pilots Association is a Chapter of the California Pilots Association. To visit their web site go to <http://www.watsonvillepilots.org/>

ATTENTION CALPILOTS AIRPORT REPS:

Please update your information for CalPilots Airport Representative database. The most efficient, cost effective method of communication is via e-mail. We do not solicit via e-mail, telephone or FAX. Our database is confidential; we do not sell, share, or give-away any information. Please send updates to cpa@calpilots.org:

Name, Address, City, State ZIP, Airport Represented, Home Phone, FAX Number, Cell Phone, and e-mail address.

If you are not an Airport Representative and would like to help promote and preserve your airport, please volunteer to do so with above information to cpa@calpilots.org. Thank you.

LETTER TO THE DAILY BREEZE EDITOR

Get the facts on jet fuel

The letter referencing jet fuel in the June 6 Daily Breeze contains fabrications and serious misrepresentations of fact. The Torrance Airport Commission's committee findings are:

1) The policy prohibiting the sale of jet fuel at the Torrance Airport does not restrict or discourage jet aircraft from using the Torrance Airport, 2) removing the ban will not attract any more jet aircraft to the airport than would normally come and 3) the policy has produced adverse and unintended effects on surrounding neighborhoods.

As result of the study, the committee recommends that the ban on sale of jet fuel at the airport should be ended for the following reasons:

Increased safety: If jet fuel was available at our airport, departures with low fuel reserves or using emergency measures would be eliminated and safety margins will be increased (source: Torrance operations staff and Pratt & Whitney Customer Service).

Reduced flight operations: If jet fuel were available at Torrance, extra round-trip flights from Torrance just to refuel at neighboring airports would be eliminated - decreasing the total number of jet flights from the airport (source: survey of aircraft operators, conversations with airport operations, conversations with control tower chief and talks with other airport managers).

Increased revenue: The fuel flowage fees for an estimated 10,000 gallons/month of jet fuel

now go to surrounding cities.

Airport businesses at those airports benefit from these sales, but the extra flights occur at Torrance. If jet fuel were available at our airport, those flowage fees and taxes will be captured by the city of Torrance, and local businesses will benefit (source: operator survey, discussions with airport business owners).

Reduced future operations growth: The use of general aviation as a more attractive and convenient alternative to commercial airlines will cause more aircraft of all types to use our airport in the future (source: General Aviation Manufacturers Association). New technology diesel engines, which use jet fuel, will replace gasoline piston power in many existing and new aircraft (source: Cessna, Teledyne Continental, Thielert, and Aircraft Owners and Pilots Association). If jet fuel is available, the increasing number of extra flights just to refuel at neighboring airports that result from this growth will be eliminated.

Support for emergency operations: The Torrance Alternate Emergency Operations Center is located at the airport. During a serious area emergency, that center would become a hub of activity for the entire South Bay. Aircraft and helicopters responding to that emergency will use the airport as a center of activity, and many of them will require jet fuel.

We welcome attendance by all at the commission meetings, but we would like to be sure area residents have the facts. Copies of the study are available at the airport office.

- JIM GATES

Chairman, Torrance Airport Commission

Editor's Note: Commissioner Gates is an excellent example of not allowing half truths and misinformation go unchallenged in your local newspaper.

Plane to school from pg 1

However, you never know what kid will get turned on to science by a quick airplane tour, said Carol Ford, president of the San Carlos Pilots' Association.

The association wants to improve the event later this fall by making it a parade of planes that travel from San Carlos Airport to the school by way of Redwood Shores Parkway. The parade would help bring together the community as well, an aim of both the pilots association and the neighborhood association.

"It's fabulous for the kids. Not just that the planes are pretty and great to look at, but it will help them learn too," said Jim Cvengros of the Redwood Shores Community Association.

The community association originally offered to cover gas for the planes to travel from the airport to the school, but opted for popsicles after the grand parade was postponed, Cvengros said.

For Ford, it's a mission to bring flight into the state curriculum as a way to teach math and science. She hopes it will catch on locally and spread. What better way to teach children about math and science than with aircraft, an industry that supports a majority

of the county's residents, Ford said.

By bringing the planes to schools, the pilots association also hopes to turn on a new generation to aviation. The number of new pilots is dwindling, Ford said.

That may be due in part to increase fuel prices, which run \$6 to \$7 a gallon for planes. However, interest in youth programs at the Hiller Aviation Museum have never been higher, said Vice President of Operations Willie Turner.

Summer camps are already sold out and space was doubled this year, Turner said. The museum also sponsors the Young Eagles program that allows kids between the ages of eight and 17 free airplane rides on the third Saturday of each month.

It might be worth the costs if you have a kid like Ford, who as a child would be drawn to watch every plane in the sky. Years later, as kids filed past her for a chance to sit in a cockpit, Ford smiled as she heard a plane take off from San Carlos Airport.

So did every child on the playground.

For more information contact Carol Ford VP Region 3 see page 9

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MEMBERS and non-members are invited to submit articles of interest. *California Pilot* assumes no responsibility for contributed items or their return without a self-addressed, stamped envelope. Sources of the items must be provided for publication consideration. ALL material is subject to editing required to conform to space limitations. Submit materials to:

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CALPILOTS ACTION

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Part 161 Comment Docket
Burbank-Glendale-Pasadena Airport Authority
Bob Hope Airport
2627 Hollywood Way
Burbank, CA 91505

Subj: BURBANK CURFEW PROPOSAL

Dear Commissioners:

I am writing you on behalf of the board and the statewide membership of the California Pilots Association. The California Pilots Association (CalPilots) is one that is dedicated to preserving the state's airports and the rights of the users of those airports. As the regional vice president (Region IV) for that association, I'd like to go on record that our association disagrees with the Airport Authority's proposal for a nighttime curfew at Bob Hope Airport (BUR). In your Part 161 study, the basic justification is benefits versus costs and the benefits appear to be all for the government and homeowners and the costs are all at the expense of the aviation operators and their employees, plus some travelers that will lose the convenience of a community airport. Somehow that doesn't seem fair.

I've reviewed your Part 161 study (Chapter 2 could neither be viewed nor downloaded from your web site and I had to settle for the Executive Summary) and can find no pressing demand to go beyond the voluntary curfew that already exists. While it is probably somewhere in the study, I can not find how many flights you have that currently operate during the 10 PM to 7 AM

time period. It would seem that it is not a large number. Also, when the study talks of a restriction on the basis of noise level, versus a total curfew, it appears that AmeriFlight is not a problem. Their aircraft operations are not considered as so loud and noisy as to be a problem. Assuming that to be true, your noise problem must include some very loud nighttime flights that do not stand out in the reading of your study. That would be the only way that one could see justifying such a curfew. Punishing everyone for noise created by a few does not stand out as a policy of fairness.

The Bob Hope Airport has been, is, and can continue to be an economic benefit to your community. The aircraft operators based at the airport have tried to honor the request for a voluntary curfew during the hours you have asked of them. For the scheduled airlines, the 7 AM airport "opening" time is constraining on a businessman desiring to make a same-day meeting. Without the early flight, the businessman is forced to leave a day earlier than otherwise necessary. Likewise, when the late night arrivals are barred, that same businessman is confronted with another night in a hotel before being able to return. As you know, commercial air service depends on a certain level of connecting flights and their frequency. A reason that Palmdale's commercial operations struggle is that its users do not have a big choice in the selection of flights there. Should Bob Hope Airport reduce access to aviation operations, the operators and customers will take their business to someplace where they can expect a schedule of flights throughout the day, from early morning and into the evening.

Another thing to be considered is the purpose of aviation in the first place. Aviation is able to provide efficient transportation to the populace with a kind of util-

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ity that does not exist when one is restricted to scheduled commercial airline operations. Enabling industry's managers to move in and out of your airports in an efficient manner enables the growth of businesses and positioning of company headquarters in a community.

The 161 study proposes to have all early morning flights and late night flights operate from a different airport. Doesn't that reduce the value of your airport? Doesn't it force travelers to need surface transportation from some more distant location in order to return to your community? And then there is the noise of which you complain. When you move it to another community, you spare your residents from hearing that noise so that they may sleep better, but you now make sleep more difficult for someone in the next community. Do you think that it is appropriate to move your noise so as to impact the residents of another community? Speaking of noise, I have to wonder what level of noise one gets from the tractor-trailers that speed by on the I-5 highway or the trains passing through the city. Has there been a study of the noise made by those vehicles?

Sincerely

Jack Kenton
Vice President Region IV
California Pilots Association

***Renewal Address Note***

Please note that the PO address for new and renewal memberships is different from the San Carlos PO Box. Please see the bottom of the membership application in this newsletter to note the different PO Box. As a statewide organization we are also positioned across the state. Our Treasurer lives in The Sea Ranch on the coast in northern California. If you send your renewal to the San Carlos PO Box there will be a delay in processing it. Thank you for your continued support.

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