



November/December 2011

## Serving Pilots Of California With Pride

### CalPilots Annual Meeting San Carlos October 15th

The California Pilots Association held its Annual Membership Meeting on Saturday October 15, at the Hiller Aviation Museum in San Carlos California.

All board members were introduced as were the audience members.

A brief business meeting was held as required by our By-Laws, and then some very interesting presentations were given.

The California Pilots Association's General Aviation Advocate of the Year Award was presented to Marc Santacroce.

Marc is a dedicated flight instructor who selflessly worked to get flight schools and flight instructors exempt from AB48. AB48 is a law

which oversees secondary education schools to insure that students do not lose their tuition to unscrupulous practices.



See CalPilots Continued on page 3)

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### Marc Santacroce is CalPilots "GA Defender of the Year"

The California Pilots Association recognized Marc Santacroce as their "General Aviation Defender of the Year" at their Annual Meeting in San Carlos on October 15, 2011.

California's flight training industry has been battling the stealth imposition of burdensome regulatory procedures for nearly two years. While the national aviation trade organizations received the majority of

publicity for their efforts (mostly as a result of their own PR department news releases) several individuals took up the cause and opposed the unannounced regulatory imposition as well. Among these, Marc Santacroce stood out as the most active and effective advocate.

An independent flight instructor in Concord, Marc decided this battle was too important to just let "the alphabet groups" do

the fighting. Santacroce's hours of research and volumes of communications with flight instructors and schools across the state are beyond measure. He



President Ed Rosiak Presenting to Max Santacroce

See Defender Continued on page 9)

**CALPILOTS**

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

## Presidents Corner by Ed Rosiak

### Getting Your Aviation Smile Back

The continuing issues with the economy can make it difficult to get excited about anything, including aviation. It may be that because of the nation's continuing economic doldrums many of us are restricted from flying as much as we would like, or at all, which in turn has us in some sort of minor state of depression.

No, I am not a psychologist. This simplistic non-scientific point of view is a result of our annual meeting held on October 15th in San Carlos CA - which started me thinking.

CalPilots held our 2011 Annual Meeting at the Hiller Museum,

which if you haven't visited, is worth the entry cost. I visited it a few years ago and was amazed at the eclectic assortment of aviation on display. Don't let the name fool you, there is a lot more there than helicopters.

I strongly recommend it. You see I found myself more enthusiastic regarding general aviation and smiling after that meeting. It would seem that an easy way to shake the non-flying blues is to attend an aviation event and surrounding one's self with other aviators. Our annual meetings are always educational and we do our best to provide great speakers each

year. This year we were very lucky and privileged to have Max Trescott, National Certificated Flight Instructor of the Year, a designated Master Flight and Ground Instructor, Author on GPS, and Speaker at AirVenture and Sun&Fun.

Max provided us with an excellent presentation on the very popular iPad and the huge number of aviation applications it can run. It was one of Max's columns in the EAA magazine that got me to thinking about using my iPad for flight planning and monitoring.

Max is impressive and very informed on this new paradigm-changing technology. The

*See Presidents Corner Continued on page 11)*



***"Coming soon, members will be able to opt to receive our newsletter electronically, or sign up for a summary electronic edition."***



## Prepare for a bumpy ride

Given the option of taking the pessimistic view or the optimistic view, I'll more often than not take the brighter alternative. I prefer to believe that one person who is willing to put in significant effort can make a difference. There are plenty of examples of this phenomenon in our history, and I will refrain from listing them lest someone get the mistaken impression that I am hoping to somehow link myself to greater men (and women) who have come before me. The point is, you can do great things if you try.

Then again, you can simply throw up your hands and quit, too. There's certainly plenty of room in between those two extremes, but in general, you've got the choice of either actively working toward a solution to the problems you see, or passively letting them roll over you.

It sounds somewhat bleak when you see it put down in words like that. But there you have it, my own personal thumbnail sketch of the realities involved in political and social activism. Get in the game and work hard to have an impact on the outcome, or be content to sit in the stands and take whatever comes your way.

That sounds simple enough, doesn't it? Sadly, it's not. Nope. For those who decide to get involved and try to steer the ship of state (or the airport, or your local EAA chapter, or any other organization or group you might choose) there is a bumpy road ahead. Prepare yourself accordingly.

If nothing else I endeavor to be honest with you, the reader, always. In the big ranking system of life, inspiration should come in a distant second to integrity, every time. And so while I often rave about the tre-

mendous benefits of Gilbert Field, my home airport, I also try to make it clear that you should feel just as enthusiastically about your airport, wherever that might be. I am not unique, or at least I shouldn't be. Certainly you are at least as capable as I ever was. For goodness sake, I was a D student in high school. Based on that alone almost everyone has better credentials than I do.

In the interest of full disclosure I will tell you however, for all the pride and bombast and mass marketing appeal I heap on my home airport — I am not universally loved for my efforts. In fact, there are some, only a few thankfully, but some who think of me as an anti-aviation irritant who should be removed from office. Considering the office I hold pays somewhat less than minimum wage, there are days when I'm willing to take them up on that suggestion,

*See Bumpy Ride (Continued on page 7)*

**GENERAL  
AVIATION  
NEWS**

***"For those who decide to get involved and try to steer the ship of state (or the airport, or your local EAA chapter, or any other organization or group you might choose) there is a bumpy road ahead. Prepare yourself accordingly."***

# CalPilots Welcomes New Vice President for Region 5

***" With the help of CalPilots and others, he got involved fighting the power plant projects; they were successful in getting them stopped. "***

We are pleased to welcome our newest Vice President for Region 5 to CalPilots. Bob Eppers, who served with the 101<sup>st</sup> Airborne in Viet Nam, fell in love with California when he passed through it on his way overseas. When his tour of duty was over, he bought a motorcycle and returned to California. That was in 1969, and he has never left. A lifelong fascination with aviation resulted in his receiving his license in 1976, and he is currently the owner of a 1961 Cessna 180.

Bob builds powerplants for a living, and when he was

invited to bid on an 8-plant development adjacent to French Valley Airport (the airport he flies out of), he realized the hazard they would present to flight operations in the area. With the help of CalPilots and others, he got involved fighting the power plant projects; they were successful in getting them stopped. As a result, he and his friend Troy Childs were named Airport Advocates of the Year for 2009.

We know Bob will do a fine job as Vice President for Region 5, and we look forward to working with him.



Chris Mannion, former Vice President for Region 5, will continue his valuable contributions as Director-at-Large.

## CalPilots Annual Meeting



***"Our main speaker Max Trescott was designated by the National Association of Flight Instructors as both a Master CFI and a Master Ground Instructor, and is an author and a frequent speaker at EAA AirVenture Oshkosh and Sun 'n Fun."***

*(Continued from page 1) CalPilots*

Our main speaker Max Trescott was designated by the National Association of Flight Instructors as both a Master CFI and a Master Ground Instructor, and is an author and a frequent speaker at EAA AirVenture Oshkosh and Sun 'n Fun.

Max gave an excellent presentation on using technology for flight planning and monitoring based on use of the iPad and a few other technologies.

We want to thank the Hiller Aviation Museum for allowing us to use their wonderful facility for our meeting.

We highly recommend visiting this museum if you haven't been there.



Max Trescott giving presentation on Glass Technologies

# FAA holds meetings on second try at Long Beach airspace plan

The FAA has scheduled [two informal airspace meetings](#) as it pursues an effort to establish Class C airspace for the now-Class D airspace in Long

design that narrowed options for pilots navigating to stay clear of the area, thus reducing safety.

The informal airspace meetings were held Oct. 25 and 26 from 6 until 9 p.m. at the Holiday Inn Long Beach Airport, 2640 N. Lakewood Blvd., Long Beach, CA 90815. For



***"However, the FAA still has not committed to a sweeping, full-scale review of the entire southern California area as requested by AOPA, local pilots, and other membership organizations."***

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Please send your current email address to [webmaster@calpilots.org](mailto:webmaster@calpilots.org)

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Beach, Calif. AOPA views the airspace change as a quick fix that should be incorporated into a full review of the airspace needs of all of Southern California, and encourages members to attend the meetings and submit comments to the FAA.

The meetings set for Oct. 25 and 26 mark a second round of informational sessions intended to help develop a design for the Class C airspace proposal. The FAA held a first round of meetings in June 2010, resulting in a

"The new design is smaller and does mitigate some of the impacts of the previous design. However, the FAA still has not committed to a sweeping, full-scale review of the entire southern California area [as requested by AOPA](#), local pilots, and other membership organizations," said Tom Kramer, AOPA manager of air traffic services.

AOPA is reviewing the design and seeks input from local members as the association drafts its response to the proposal.

more information call 562/597-4401.

Members are encouraged to submit comments in triplicate by Dec. 12 to John Warner, Operations Support Group, AJV-W2, Western Service Area, Air Traffic Organization, Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98057.

By **Dan Namowitz** From AOPA Online Sept-6-2011



***"As a result, many new METs are being constructed just under the 200-foot mark and can be erected often in a matter of hours. The lack of lights and colored markings can make these METs difficult to distinguish, ."***

In response to pilot concerns about the limited visibility of meteorological towers (MET) less than 200-feet high, and erected in remote and rural areas, the FAA issued guidance last June for voluntary markings that will help make these towers more conspicuous. Under current regulations, towers under 200-feet are not required to follow the notice requirements in 14 CFR part 77 and do not require an FAA Aeronautical study. As a result, many new METs are being constructed just under the 200-foot mark and can be erected often in a matter of hours. The lack of lights and colored markings can make these METs difficult to distinguish, especially for aerial applicators, law enforcement, helicopter emergency medical evacuation services, and other operators that conduct low-altitude operations. To address this issue, the FAA issued a notice of

policy that recommends METs 200 feet and shorter be painted entirely with alternating bands of aviation orange and white. The guidance also recommends using orange-colored spherical markers along with high visibility sleeves or flags to help pilots identify the supporting guy wires. The FAA recommends that landowners and developers refer to the guidance in Advisory Circular (AC) 70/7460-1K, Obstruction Marking and Lighting for the voluntary marking of METs less than 200 feet high.

The number of cell phone, wind energy, and their towers erected throughout the United States in agricultural regions has increased significantly over the past several years, and the increase is projected to continue into the future. To help pilots deal with

the risk from METs, the FAA Team has developed a new brochure [www.faa.gov/pilots/safety/](http://www.faa.gov/pilots/safety/)

[pilotsafetybrochures/](#) highlighting several safety tips. One preflight task that can help you stay safe is to see if your state maintains a tower registry on the Internet. Then check your route of flight for any possible overlap. You are also strongly encouraged to conduct an overflight of a work area from a safe altitude to check for obstructions before descending to altitudes where these towers may be present.



*FAA has issued guidance for voluntary markings to make METs more noticeable.*



**GENERAL AVIATION NEWS**

***"The two San Joaquin Valley airports are among four in California, and among 110 nationwide, slated to lose subsidies if the Essential Air Service program ends in October 2013, as the bill proposes"***

**Rep. Petri rebuts LightSquared ad in letter to CEO**

In a letter to the chairman and CEO of a wireless company LightSquared, House Aviation Subcommittee Chairman Tom Petri (R-Wis.) sought to set the record straight following the company's ad in the Wall Street Journal the day before. LightSquared, a wireless broadband company, has been mired in controversy because it plans to use a portion of the radio spectrum adjacent to that used by GPS. Opponents say that LightSquared's more powerful signal could disrupt GPS, creating problems for those who rely on GPS, including pilots. "A fully functioning GPS system is critical to ongoing efforts to modernize the nation's air traffic control system," Petri noted. In his letter, Petri gives voice to concerns he has heard that LightSquared's ground-based equipment will cause an unacceptable level of interference. In his letter to LightSquared chairman and CEO Sanjiv Ahuja, Petri noted: "The U.S. Depart-

ment of Transportation has stated the GPS interference could result in almost 800 aviation fatalities and cost over \$100 billion. Our military operations, search and rescue efforts and many more activities affecting the safety and well being of the general public could be impacted." LightSquared has been reported to be working on a technical fix to prevent interference. Petri says that's fine if they can pull it off without causing an undue burden to GPS users, but in the meantime he contends that the Federal Communications Commission has been far too accommodating in allowing LightSquared to proceed with its plans. In his letter, Petri objected to LightSquared's ad which placed the blame for the controversy on the manufacturers of GPS equipment. Petri responded: "This ignores the fact that GPS was located on this part of the spectrum long before LightSquared devised its plan to employ a terrestrial

network within the satellite band of radio spectrum." "In fact, your spectrum was purchased at bargain prices because it was not intended for terrestrial operations," Petri continued. "If it were always intended for such use, it would have been of much higher value. It became high value spectrum when it became clear that LightSquared's business plan was to abuse the ancillary terrestrial authorization and use the spectrum for terrestrial based operations — a radical change to the intended use of spectrum." "I would suggest that it is LightSquared using a part of the spectrum for inappropriate purposes that has led to this dilemma," Petri wrote. "Don't blame GPS, a service that is vital to our national security, aviation safety and efficiency, serves billions of users and the overall public good."

Janice Wood General Aviation News | September 18, 2011

## LightSquared Threatens Legal Action If System Denied

LightSquared says it will take legal action if the FCC rejects its plan to build a nationwide wireless broadband system in the U.S. that the GPS industry and Department of Defense says will interfere with GPS signals. In its most aggressive move so far, LightSquared wrote a letter (PDF) to FCC Chairman Julius Genachowski reiterating the company's position that the faulty design and performance of the majority of GPS receivers is responsible for the interference detected in a series of tests earlier this year. LightSquared then called a

news conference to throw down the legal gauntlet. "If it is impossible to get a decision on this that allows us to go forward, I think our way forward is pretty clear, that we then have to insist on our legal rights," LightSquared VP of Government and Regulatory Affairs Jeff Carlisle is quoted by ExecutiveGov as telling reporters. "If you have to be the bad guy, and go out and start insisting on your property line, well, then that's what we'll do." The FCC has ordered more testing and the results are due Nov. 30.

As we reported in June, Genachowski assured Sen. Chuck Grassley, R-Iowa, the FCC "will not permit LightSquared to provide commercial service until it is clear potential GPS interference concerns have been resolved." In its most recent letter to Genachowski, LightSquared makes it clear it expects the GPS industry to modify its equipment to ensure it doesn't allow signals from outside the frequency ranges assigned to GPS to interfere with their operation. There are about 500 million GPS-reliant devices in use in the U.S. LightSquared has admitted that a small per-

*See LightSquared (Continued on page 11)*



***"If it is impossible to get a decision on this that allows us to go forward, I think our way forward is pretty clear, that we then have to insist on our legal rights"***



## Bob Hope Airport begins noise study

Bob Hope Airport officials on Monday launched a study that could reduce the number of property owners eligible for a federally funded program to soundproof their homes from aircraft noise. About 1,900 property owners have yet to sign up for the 12-year-old program and some of them could be left out in the cold if the eligibility area shrinks. Noise pollution at Bob Hope Airport has steadily declined over the years with quieter aircraft and more efficient management of air traffic, officials say, reducing the area for which soundproofing is needed. The Burbank-Glendale-Pasadena Airport Authority on Monday agreed to pay NSA Construction to soundproof 30 more homes, which will get double-paned windows, new doors and insulation. The program also pays for central air conditioning, if needed. Since the launch of the soundproofing program, 2,356 single- and multi-family dwellings have

undergone improvements and the owners of 357 residential units have expressed interest, according to the airport authority.

But the owners of 1,926 dwellings have not participated or expressed interest, officials said, including some who haven't responded to mailings and personal visits.

Of those, 115 are multi-family structures, which the Federal Aviation Administration discontinued covering about two years ago, said Mark Hardyment, director of environmental programs at Bob Hope Airport.

Officials, though, expect the multi-family buildings to be eligible again in the future, airport spokesman Victor Gill said.

Because the soundproof eligibility area shrank between the initial study in 1989 and a

follow-up in 1998, it's possible that it could get even smaller, knocking some homes out of the eligibility zone, airport officials said.

The first study identified 1,580 acres in the eligibility area. The second study shifted some homes located southwest of the airport out of the area, Hardyment said. Specific figures for that study were not immediately available. The homes that haven't yet been soundproofed are sprinkled throughout the eligibility area, Hardyment said, adding that there is a small concentration of eligible homes north of the airfield.

Gill said some homeowners may not want to participate because their homes have code violations, such as a garage converted into a bedroom without a permit. The airport has upped the amount it pays homeowners to address code violations from \$5,000 to \$7,500, Gill added.

Since the initial study, the airport has used its own equipment to monitor

*See Bob Hope( Continued on page 9)*



***"Because of quieter aircraft, reduced operations and continued efforts to make residential soundproofing improvements, the impact area had shrunk to a little more than 757 acres as of June 2010, as unacceptable under state noise standards."***





## Prepare for a bumpy ride

(Continued from page 2) SMO

***"It's my unshakable position that general aviation has so many benefits, and is so poorly understood by the public at large, that in almost every major aspect of municipal interest it is the low hanging fruit."***

### GENERAL AVIATION NEWS

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

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

Cal Trans Link to newsletters :

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

***"Apparently the FAA and the City of Los Angeles have disregard for the Federal Regulations and the California Land Use Compatibility Handbook."***

too. But I don't. And I will tell you why.

I believe in the value of general aviation. That's not a casual position in my case, either. It's my unshakable position that general aviation has so many benefits, and is so poorly understood by the public at large, that in almost every major aspect of municipal interest it is the low hanging fruit. General aviation is the industry where the greatest gains can be made for the least investment in time, money, and resources. Effort, well that's another story entirely. Making real change happen in most communities, especially as it pertains to aviation, is a workload and a half. But it's worth it. Oh yes, it's absolutely worth it.

As an anti-drug incentive program for youth and adults alike, general aviation is un-

paralleled. As an educational resource, it's broad spectrum of opportunities lend it the ability to grab the attention of even the most bored and disinterested student, regardless of their age or background. As an economic engine for the community at large, it's got real power to provide jobs, an expanded tax base, and economic opportunity that few other industries can offer.

So I will say with absolute candor, go out and do your best. Change the world. Bring aviation to its best possible position in your town, or your city, or your county. Your home town will be better for it in the long run. Just be aware that you will not win accolades and awards for your efforts. In fact, if you are fortunate enough to find yourself in elective office as I have been, you may find that your best efforts, and even your biggest successes, put you out on the street when the next election rolls around.

Learn to live with that and you'll be just fine. Because when you step into the arena of public service, even if it's general aviation related public service, doing the job really well often translates to losing the job in exchange for your attempts. That's really not such a bad trade-off, though. Because you get to go home with your head held high, and the knowledge that you did the best you could to help your neighbors, and an industry that desperately needs the attention of people just like you. Yeah, I can live with that. And I'll bet you can too.

Jamie Beckett is a CFI and A&P mechanic who stepped into the political arena in an effort to promote and protect GA at his local airport. He is also a founding partner and regular contributor to FlightMonkeys.com. You can reach him at:

[Jamie@GeneralAviationNews.com](mailto:Jamie@GeneralAviationNews.com)

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Aug 23, 2011

## Whiteman Airport Update

The work is progressing on the Incompatible Land Use in the Runway Protection Area at the Departure end of Runway 12 at Whiteman Airport.

Apparently the FAA and the City of Los Angeles have disregard for the Federal Regulations and the California Land Use Compatibility Handbook, that states the building is not compatible.

In talking with the County of Los Angeles Division of Airports, I have been told that the County is still actively considering acquiring

the property, which resides in the City of Los Angeles, and the removing the buildings.

This building was approved in spite of an accident in the 1970's when a Piper Apache lost an engine on the departure from Runway 30 and crashed into a building at the end of the Runway . This resulted in property damage and the death of all occupants in the aircraft.



# Future of Vacaville's Nut Tree Airport discussed

Planning for the future of the Nut Tree Airport is back on track with the first Master Plan update meeting since December.

Solano County has owned the airport since 1969 and is currently in the process to update its Master Plan, the first of its kind since 1993.

On Wednesday night, alternatives were weighed by the group of 24 that consisted of county, city and airport employees.

One alternative seemed to stand up to the test: It fixes short term needs while also planning for the distant future.

Dubbed Alternative 3, the plan shifts the runway north 180 feet away from an existing canal, identifies aviation and non-aviation development areas, maintains the 4,700-foot runway and plans for the year 2030 with a long-term plan to protect adjacent areas for future growth.

"In my professional judgment, it's probably the prudent thing to do to protect that area," said Nut Tree Airport Manager Dave Daly. "It plans and reserves that area for possible

runway extension."

Although the existing runway will likely meet the needs of the airport for the next 17 to 18 years, Daly explained that it would be a good idea to plan ahead now.

Peter Van Pelt, consultant with Barnard Dunkelberg & Company, agreed. "You should protect what your future might bring," he said and added that even though the space has been preserved, when the time comes there will still need to be a demand to justify a bigger runway. David Bastian, Solano County's fleet manager, said, "Alternative 3 doesn't significantly increase the expense, but preserves the land for the future."

How the airport will tie into the adjacent Nut Tree Development is also important to the city and the county. Concerns were raised during the meeting about land use compatibility zones, how existing development, such as the Nut Tree Plaza, and future development will be impacted by changes at the airport.

When complete, the updated Master Plan will establish guidelines for improving the airport's facilities during the next 20 years, lay the groundwork for further environmental analysis, and enable the airport to obtain Federal Aviation Administration funding for capital improvements.

Current working papers and background information, as well as the Master Plan alternatives that remain under consideration, can be found at <http://www.solanocounty.com/AirportMasterPlan>

Post your opinion on this story in the CAA General Aviation Forum <http://www.californiaaviation.org/dcfp/dcboard.php>



***"One alternative seemed to stand up to the test: It fixes short term needs while also planning for the distant future."***

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## GA Defender of the Year

(Continued from page 6) Bob Hope

(Continued from page 1 Defender

**"Marc's tireless and comprehensive efforts were instrumental to the passage of a bill enabling the vast majority of the state's flight training providers to avoid expensive and overbearing regulatory oversight."**

made countless trips to Sacramento, testifying before the Bureau for Private Postsecondary Education and legislative committees in the Senate and Assembly. If there was a twist in the process, Marc knew it and coordinated its dissemination to anyone that would help educate their lawmakers.

Marc's tireless and comprehensive efforts were instrumental to the passage of a bill ena-

bling the vast majority of the state's flight training providers to avoid expensive and overbearing regulatory oversight.

*On behalf of the state's aviation community the California Pilots Association extends a sincere thank you to Marc Santacroce.*

*The result of Marc' and others efforts is below.*  
Editor

noise levels, which officials say have improved dramatically. On Dec. 31, 1990, the noise-impact area encompassed 1,138 acres, of which 303 acres, or 26%, had unacceptable noise levels for homes, churches or schools, according to the airport's sound-monitoring system. Because of quieter aircraft, reduced operations and continued efforts to make residential sound-proofing improvements, the impact area had shrunk to a little more than 757 acres as of June 2010. Of that, only 19 acres, or 2.5%, were identified as unacceptable under state noise standards.

Reprinted from *The Burbank Leader*

By Mark Kellam, mark.kellam@latimes.com

October 25, 2011

## BILL PROVIDING RELIEF TO CALIFORNIA FLIGHT TRAINING INDUSTRY BECOMES LAW



**"Flight training providers were never included in the development and debate over this bill and the result was regulation that threatened to harm flight training severely in the state."**



The National Air Transportation Association (NATA) is pleased to announce that California Governor Jerry Brown has signed Senate Bill 619 into law as Chapter 309. SB 619 was introduced by State Senator Jean Fuller, sponsored by NATA and supported by many in the industry. SB 619 provides relief to many of the flight training facilities that were facing burdensome regulation from the California Bureau of Private Postsecondary Education (BPPE). With the signing of SB 619, flight training providers and flight training programs that pose no financial risk to students are exempted from the BPPE's regulations.

The fight for relief began in early 2010 after the California legislature included flight

training in the BPPE's regulatory authority with the passage of Assembly Bill 48. Flight training providers were never included in the development and debate over this bill and the result was regulation that threatened to harm flight training severely in the state.

"While we wish this long process could have been avoided in the first place through inclusion of flight training providers in the legislative process, today's signing of SB 619 speaks volumes about the power of our industry when we all stand up and work together," said NATA President and CEO James K. Coyne.

"Today's signing of this bill marks the end of a long battle to ensure that California

flight training remains a vibrant contributor to our state economy. I am proud to have worked alongside NATA and many others in the flight training industry in passing this legislation," commented Senator Fuller, a pilot and author of the legislation.

Under the new law, flight training providers and programs that do not require upfront payment of fees in excess of \$2500 and also do not require students to enter into contracts of indebtedness are exempted from regulation by the BPPE.

NATA, the voice of aviation business, is the public policy group representing the interests of aviation businesses before Congress and the federal agencies.

## CALPILOTS MEMBERSHIP APPLICATION

*All member information is confidential*

Name: \_\_\_\_\_<sup>1</sup> Home Airport: \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ State : \_\_\_\_\_<sup>2</sup> Zip: \_\_\_\_\_

Home Phone: (\_\_\_\_)\_\_\_\_-\_\_\_\_ Work Phone: (\_\_\_\_)\_\_\_\_-\_\_\_\_ FAX: (\_\_\_\_)\_\_\_\_-\_\_\_\_ Cell Phone (\_\_\_\_)\_\_\_\_-\_\_\_\_

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**Membership Options** Please Circle One    New    Renewal    Individual: \$35    Pilot Organization: \$50

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<sup>3</sup> Occupation \_\_\_\_\_

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

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**PRESIDENT**

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December 3<sup>rd</sup>, 2011

# Friends of Oceano Airport



## Toys for Tots 2011



Join us for our annual Toys for Tots event in cooperation with the US Marine Corps. Bring a new, unwrapped toy and enjoy the fun.

10:00 Arrivals and holiday beverages

11:00 Live holiday music

12:00 Central Coast Smokers BBQ \$15 includes all the fixins and dessert.

There is no admission charge. Aircraft on display. Banner Airways: Take a ride back in history in the 1943 Super Stearman Yellow Bi-plane. SkyDive Pismo Beach is on hand for those wishing to skydive with a view of the Pacific Ocean. [www.FriendsofOceanoAirport.com](http://www.FriendsofOceanoAirport.com)

[YouTube Video Trailer](#)

### Make a child smile at Christmas!

*(Continued from page 6)  
LightSquared*

centage of them, mostly high-performance measuring and timing devices, are legitimately interfered with by its signals and says it hired an engineer to design a cheap and simple fix for those units.

Reprinted from  
AVweb 10/6/2011

*(Continued from page 2) Presidents Corner*

meeting attendees came out of there very well informed on this latest technology marvel. I also got the feeling just listening to Max that he has to be an excellent flight instructor.

You can check Max out at his web site :

<http://www.maxtrespott.com>

He is the consummate professional – if only all flight instruction could be this much fun and informative maybe

general aviation wouldn't be in as much trouble as it is.

If you are seeking to reignite that aviation spark I suggest you attend some aviation events, be it an EAA meeting, or airport event. While you are at it, check out the iPad's ability too. Once you start flying regularly again you'll be happy you did. Oh yeah, try visiting our web site too – education is a good thing.

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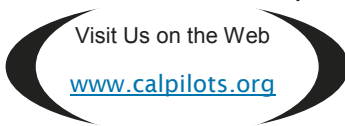
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[www.geminiflightsupport.com](http://www.geminiflightsupport.com)

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### **NAI Aircraft Services (POC)**

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[www.naiaircraft.com](http://www.naiaircraft.com)

### **Perris Valley Skydiving (L65)**

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[www.skydiveperris.com](http://www.skydiveperris.com)

### **Precissi Flying Service (Q80)**

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