



ANNUAL MEETING SATURDAY NOVEMBER 13TH 2010 IN LONG BEACH CALIFORNIA

Join us during the AOPA Summit in November in Long Beach. Our annual meeting will be held on Saturday November 13th. The exact location is to be determined, but we will be within the AOPA Summit area. AOPA will be presenting during our meeting too.

We will share the year's successes and discuss the airport and general aviation issues we are all facing. We will also be presenting

important issues such as:
Airport Specific Protection Strategies
Power Plants and Airports Action to get more of our aviation taxes applied to our airports
And much, much more.....
Plan on attending to learn for yourself why you need to become more involved.

WE'LL SEE YOU THERE



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Kudos to Watsonville Pilots

Watsonville Pilots took a giant step in preserving California's General Aviation airports. They won a lawsuit that set a valuable precedent for others to follow.

The City of Watsonville adopted a gen-

eral plan that was supposed to be effective until 2030. It provided for a large residential building project near the Watsonville Airport.

Watsonville Pilots Association, a chapter of California Pilots Associa-

tion, enlisted assistance from the Sierra Club and Friends of Buena Vista, a group living near the airport.

The complaint alleged that the Watsonville City

See Watsonville (Continued on page 11)

CALPILOTS

- Supporting and Serving Aviation Statewide
- We are a non-profit public benefit California Corporation formed in 1949 and a Federal 501(c)(3).
- You can help to get the message out by joining us. After all, if not you, who will protect your airport?

President's Corner

The Evolution of Your Organization

Ed Rosiak- President

If you have never participated in a volunteer organization, then you are missing something. Admittedly, it can be both fun and frustrating, but overall it is an enjoyable experience one cannot help but grow from.

I truly appreciate working with the current (and past) devoted members of the board of California Pilots Association. I always enjoy meeting people around the state, and country, who share the commitment it takes to keep our general aviation airports safe from

encroaching development. I have met some very dedicated people over the past seven years of my active involvement with CALPILOTS.

As a volunteer organization we have come to understand that we do not do a very good job of celebrating our successes, or in documenting what we accomplish throughout the year. One has only so much time to devote as a volunteer, and typically we tend to fall into the trap of putting off communicating our accomplishments until tomorrow,



Ed Rosiak
President California
Pilots Association

which never seems come. We need to fix that.

In the last newsletter we shared the good news about our newly redesigned web site. We are very proud of it; it will become the basis of a vast amount of California-centric aviation information, some of which we already have, as well as the additional information that we will continue to gather. Larry Chapman, our Director of Communications, is the creator of and solely responsible for the new site, and the huge technological leap forward it provides us.

See President's Corner(Continued on page 7)

The Evolution of Your Organization

FAA Finalizes Recurrent Aircraft Registration Rule

WASHINGTON, D.C. — In an effort to create a more accurate aircraft registration database, the Federal Aviation Administration (FAA) is requiring re-registration of all civil aircraft over the next three years and renewal every three years after that. The rule establishes specific expiration dates over a three-year period for all aircraft registered before Oct. 1, 2010, and requires re-registration of those aircraft

according to a specific schedule. All aircraft registration certificates issued on or after Oct. 1, 2010 will be good for three years with the expiration date clearly shown. "These improvements will give us more up-to-date registration data and better information about the state of the aviation industry," said FAA Administrator Randy Babbitt. Current regulations require owners to report the sale of an aircraft, the scrapping or destruction of an aircraft, or a change in mailing address,

but many owners have not complied with those requirements. Re-registration of all U.S. civil aircraft by Dec. 31, 2013 will enhance the database with current data derived from recent contact with aircraft owners. The new regulations also will ensure that aircraft owners give the FAA fresh information at least once every three years when they renew their registration. The FAA will cancel the N-numbers of aircraft that are not re-registered or renewed.



"Federal Aviation Administration (FAA) is requiring re-registration of all civil aircraft over the next three years."

The schedule for re-registration and registration expiration is:

Certificate issued (Any year)	Certificate expires	Re-registration required
March	March 31, 2011	Nov.1, 2010-Jan. 31,2011
April	June 30, 2011	Feb. 1-April 30, 2011
May	Sept. 30, 2011	May 1-July 31, 2011
June	Dec. 31, 2011	Aug. 1- Oct. 31, 2011
July	March 31, 2012	Nov. 1, 2011-Jan. 31, 2012
August	June 30, 2012	Feb. 1- April 30, 2012
September	Sept. 30, 2012	May 1- July 31, 2012
October	Dec. 31, 2012	Aug. 1- Oct. 31, 2012
November	March 31, 2013	Nov. 1, 2012-Jan. 31, 2013
December	June 30, 2013	Feb. 1- April 30, 2013
January	Sept. 30, 2013	May 1- July 31, 2013
February	Dec. 31, 2013	Aug. 1- Oct. 31, 2013

FAA Washington Headquarters Press Release

For Immediate Release

July 19, 2010
Contact: Les Dorr or Alison Duquette
Phone: 202-267-3883

The final rule can be found at: <http://edocket.access.gpo.gov/2010/2010-17572.htm>

FAAST Blast

Biweekly FAA Safety Briefing News Update

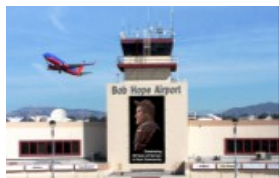
FAA Issues Cessna SAIB and Piper AD

On July 30, 2010, FAA issued Special Airworthiness Information Bulletin (SAIB) CE-10-40R1 regarding a safety concern with water contamination in the fuel systems of Cessna 100-, 200-, and 300- series airplanes. FAA recommends you check all fuel drain locations every time before you fly. Take at least one sampler cup of fuel from each drain and check for water, proper clarity, odor, and/or contaminants. If you discover contaminants, take repeated samples until clear. Do not fly the aircraft if any contaminants cannot be cleared. Instead, contact maintenance personnel to drain and purge the fuel tank.

FAA also recommends regularly checking all external entry sites, e.g., caps and access panels, for evidence of water entering the fuel system. To view the SAIB, go to www.faa.gov/aircraft/safety/alerts/SAIB/.

FAA issued an Airworthiness Directive (AD) for certain Piper PA-28, PA-32, PA-34, and PA-44 series airplanes. The AD, which results from field reports of incorrectly assembled control-wheel shafts, requires these shafts

to be inspected, and if necessary, replaced. A faulty control wheel shaft may lead to a loss of pitch-and-roll control if left uncorrected. The AD, which is effective August 31, 2010, affects nearly 42,000 airplanes. For more details, go to www.faa.gov/regulations_policies/airworthiness_directives/



Bob Hope Airport Curfew Efforts

"Statement on Bob Hope Airport Curfew Efforts"

Posted on the City of Burbank's website on:

7/22/2010 1:00 PM

"Congressmen Adam Schiff, Brad Sherman and Howard Berman propose legislation to implement Full Night Time Curfew at Bob Hope and Van Nuys Airports."

This could effect airports across the Nation.

California Pilots Association Opposes this effort.

See their comments on the website calpilots.org

BURBANK, Calif. (July 27, 2010) – In the City of Burbank's continuing effort to secure a curfew at the Bob Hope Airport, the City is pleased that three local Congressmen have formally proposed federal legislation to allow a curfew at the Bob Hope and Van Nuys Airports.

Congressmen Adam Schiff, Brad Sherman and Howard Berman wrote on July 27 to the Chairman of the House of Representatives Committee on Transportation and Infrastructure seeking his support for legislation to allow a curfew at both Valley airports. The Congressional request came after Burbank, in cooperation with the Mayor's office in the City of Los Angeles, had sought Congressional support for legislation to permit a curfew.

"We deeply appreciate the efforts of Congressmen Schiff, Sherman and Berman," said Burbank City Manager Michael

Flad. "We know that securing federal legislation is not a sprint. It will be a long and strenuous marathon and we are pleased they will be our partners in this important work."

The legislative approach is the latest in a decades-long effort by the City to achieve nighttime noise relief for neighbors of the Bob Hope Airport. Most recently, the Federal Aviation Administration last spring rejected the application for a curfew submitted by the Burbank-Glendale-Pasadena Airport Authority. In response, the City teamed with the City of Los Angeles to seek an exception from federal law to allow a local curfew at both Bob Hope and Van Nuys Airports. The legislation would apply only to these two airports, in recognition of their sustained work to secure a curfew. It

would allow the Burbank-Glendale-Pasadena Airport Authority to adopt the same curfew that it proposed in its application to the FAA and would allow Los Angeles World Airports to adopt a similar curfew at Van Nuys.

If the Congressmen are not successful in getting language added last-minute to the FAA Reauthorization legislation, the City will pursue other appropriate legislative vehicles in this or the next Congress, Flad said.

In a strong show of unity, the legislation has the support not only of Congressmen Schiff, Sherman and Berman but also the City of Burbank, the Mayor of Los Angeles and the Burbank-Glendale-Pasadena Airport Authority. "We are hopeful that, standing together, we can achieve what none of us could achieve on our own," commented Flad.

City Statement on Airport Curfew Efforts

Area Congressmen seek to allow curfew for Bob Hope and Van Nuys

Airport Commissioners Preach for a United Front Against FAA

July 27, 2010 - The FAA's proposed flight route for certain single-engine airplanes taking off from Santa Monica Airport (SMO) has created a divide between Santa Monica residents and those living in surrounding Los Angeles neighborhoods. While many in Santa Monica do not want the recently tested route to become permanent because it takes aircraft over homes and schools, several Los Angeles residents and leaders see it as a benefit because they say it reduces the number of idling aircraft and the pollution they create.

Several commissioners and public speakers at Monday's Santa Monica Airport Commission meeting said this division is not the best way to create change. They said those affected by SMO should come together to take on the FAA, which controls the airport and flight patterns. Commissioner Stephan Mark said different groups need to cooperate by finding a common ground.

"You can spend a lot of time analyzing the [proposed route] one way or the other, it doesn't really lead you to something that may solve everyone's problems," he said.

Commissioner Jean Gebman encouraged people to start working like lobbyists and write down what "rules" they want to see changed in the

FAA's rulebook.

"The FAA rulebook has some interesting features," he said. "The first is they're the judge. When all is said and done, almost always they are the judge. They are also the jury and the prosecutor and the defense attorney in many instances. And so what we're up against is a stacked deck."

Gebman blamed congressional representatives over the years, some influenced by various lobbying groups, for creating this situation.

"Where have the people's representatives been?" he asked. "That's the problem we have. And what I would encourage us to do as we go forward is thinking about what rules we the people would like to see changed, and put it in writing just like the lobbyists do."

The FAA is currently working on a report regarding the tested flight route that took single-engine, piston-powered planes over the Sunset Park and Ocean Park neighborhoods toward the pier. This includes a review of thousands of complaints during the 180-day test period that concluded in early June. The purpose of the test was to determine if the new route would reduce flight delays at SMO and LAX.

When the FAA releases its report and decision whether the route should be made permanent, it will also determine

what level of environmental review under the National Environmental Policy Act (NEPA) it will conduct. Several public speakers told the commissioners they fear the FAA will not decide the most intense review, an Environmental Impact Statement (EIS), is needed.

Several public speakers said they do not trust the FAA to make these decisions. Valerie Griffin, chair of the Wilshire-Montana Neighborhood Coalition, talked about many mathematical flaws she said there are in the conclusions contained an interim report on the test route that was released by the FAA in March.

The City has hired consultants to do its own review of the test route, although the FAA has said the findings of those studies will have no effect on the FAA's analysis. See: [City Hires Consultants for Airport Studies and Website Enhancement](#), June 17, 2010.

Also, the City hired a consultant to install a near-real time (15-minute delay) flight track information system on SMO's website. The WebTrak service will allow people to see actual flight tracks and complaints can be electronically filed through the system.

Santa Monica Airport Director Robert Trimborn said at the meeting that the system needs to get a final approval from the FAA, which is expected to happen late next month. Then the system can go on line "almost

Byron Airport Land Use Commission Meeting

Byron Airport Meeting Summary - The Saturday August 7th Power Plant Awareness Meeting at Byron Airport was well received, with about 20 pilots in attendance. The meeting started at 9:30 am and went until after 12:00 noon

Bill Sanders spoke on the importance of airport land use compatibility when consider-

ing land development around airports. And why it is very important to every airport and its viability.

Andy Wilson spoke of the technical plume issues, providing Byron flight data tracks and 11 x 17 sheets showing where the two proposed power plants were located relative to Byron Airport. Andy also provided in-

formation on the current power plant situations at Hayward, French Valley, and Blythe.

Carol Ford spoke about the importance of getting pilots to Wednesday's Airport Land Use Commission (ALUC) meeting. And, the fact that while CALPILOTS is doing our part, the ALUC needs to hear directly from the airports' pilots and users on this issue - check the meeting location on

"You can spend a lot of time analyzing the [proposed route] one way or the other, it doesn't really lead you to something that may solve everyone's problems."

*Commissioner
Stephan Mark*



this web site.

After an introduction and questions period was conducted the group brought up several great ideas for questions, and expressed their thoughts on how the proposed power plants were going to negatively interfere with flight operations.

The FAA has notified the California Pilots Association that the Aeronautical Information Manual (AIM) now includes visible and invisible thermal plumes and their affect on aircraft, pilots and passengers

7-5-15. Avoid Flight in the Vicinity of Thermal Plumes (Smoke Stacks and Cooling Towers)

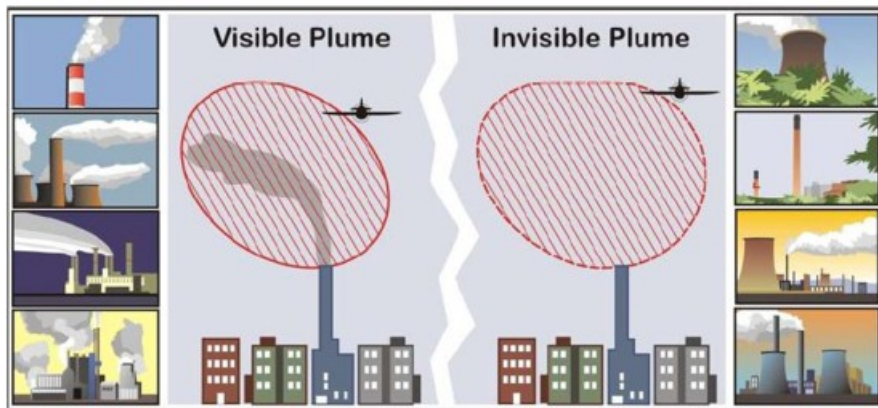
a. Flight Hazards Exist Around Thermal Plumes. Thermal plumes are defined as visible or invisible emissions from power plants, industrial production facilities, or other industrial systems that release large amounts of vertically directed unstable gases. High

temperature exhaust plumes may cause significant air disturbances such as turbulence and vertical shear. Other identified potential hazards include, but are not necessarily limited to, reduced visibility, oxygen depletion, engine particulate contamination,

exposure to gaseous oxides, and/or icing. Results of encountering a plume may include airframe damage, aircraft upset, and/or engine damage/failure. These hazards are most critical during low altitude flight, especially during takeoff and landing.

“High temperature exhaust plumes may cause significant air disturbances such as turbulence and vertical shear.”

FIG 7-5-2
Plumes



This revision to the AIM is a result of many hours of work by **California Pilots Association** and our opposition to proposed power plants in and near airport operations areas, especially those that have a high General Aviation use.

California Pilots Association has become the national leader in working to uncover the safety issues associated with the relatively new trend by power plant companies of building power plants within close proximity to airports without regard for safety of flight.

It should be noted that as stated by that AIM, FAA studies are underway to further characterize the effects of thermal plumes and exhaust effluents. Further information may be found in the AIM and the FAA Website.
Andy Wilson
California Pilots Association
Director-at-Large

AEA Says 121.5 ELT Manufacturing Should Stop

The FAA has asked the FCC to cancel proposed rules that would ban the use and manufacture of 121.5 MHz emergency locator transmitters. As we reported in June, the FCC has said it plans to ban



121.5 ELT Manufacturing should stop.

121.5 ELTs because search and rescue satellites don't monitor that signal anymore. However, the FAA points out that the Coast Guard and Civil Air Patrol do monitor the frequency and that more than 38,000 (of 200,000) aircraft owners have

voluntarily equipped with the replacement 406 MHz units. It also noted that manufacturers wouldn't be able to suddenly equip more than 160,000 aircraft. "The ability of the aviation industry to continue the manufacture, importation, sale and use of 121.5 MHz emergency locator transmitters is of utmost importance

See ELT (Continued on page 7)

IRS Commissioner Doug Shulman's Remarks from the 990 Filing Extension Conference Call on July 26, 2010

Today, we're announcing relief for small nonprofit organizations who are at risk of losing their tax-exempt status because they have missed or are about to miss the deadline for filing Form 990-N or Form 990-EZ with IRS. We believe it's important to give these organizations an opportunity to preserve their valuable tax exemption.

Here's why relief is needed: Back in 2006, Congress passed legislation mandating that all tax-exempt organizations, except churches and church-related groups, file annual returns with the IRS starting in 2007. This meant that very small organizations that had never filed before would have to start doing so.

This law also said that any organization failing to file for three consecutive years would automatically lose its federal tax-exempt status. So the IRS spent the past three years conducting an extensive and unprecedented outreach effort to alert very small organizations to their new filing responsibility. Among the examples, we have sent over 1 million letters to small nonprofit organizations alerting them about the filing requirement since the law was passed. But even with that effort, we found when we got to May 17, the first date that would trigger the three-year rule, we found that many organizations still had not

filed a return.

So here is what we're doing: We're offering a two-part program to bring small organizations back into compliance. First, we're extending the filing deadline to Oct. 15 for the smallest organizations, those with gross receipts of \$25,000 or less. These are the groups that have to file the Form 990-N, the e-postcard. It's very simple. All they need to do is provide eight information items. If an organization goes to our Web site, IRS.gov, supplies those eight items, and files electronically by Oct. 15, it will be back in compliance and its tax-exempt status will be intact.

We're also offering relief for somewhat larger organizations, which are eligible to file the Form 990-EZ. For these groups, we're launching a voluntary compliance program. Under this program, you file your three delinquent returns and pay a small fee. As long as you file by Oct. 15, you won't lose your tax exemption. I should note that none of this relief is open to larger organizations that have to file the Form 990 or to private foundations that file Form 990-PF.

To help these small organizations, today we're posting a lot of useful material on our website. This includes a list of

names and last-known addresses of at-risk organizations, along with guidance about how to come back into compliance. The organizations on the list have return due dates from May 17 through Oct. 15, 2010, but the IRS has no record they filed their required returns.

It's really important for small charities to pay attention to this announcement. These groups do great work in communities across the United States and are vital to the vibrancy of our nation. The last thing we want to do here at the IRS is have these groups lose their tax-exempt status because they haven't filed a short, simple form. So we urge these small groups to take a minute and make sure they've filed. It's a very easy, quick process to file, and we decided to extend the deadline to offer this relief to help these groups out. It's easier to file now than to lose their tax-exempt status and face going back and reapplying.

Our message is simple: If you don't have your filings up to date, now is the time to take action and get back in compliance. We're taking these steps today to go the extra mile and help small tax-exempt groups. For more information go to: <http://www.irs.gov/newsroom/article/0,,id=225959,00.html>



"We're announcing relief for small nonprofit organizations who are at risk of losing their tax-exempt status because they have missed or are about to miss the deadline for filing Form 990-N or Form 990-EZ with IRS."

"We believe it's important to give these organizations an opportunity to preserve their valuable tax exemption"

During our Annual Meeting in November there will be an Election of Officers and Board for 2011

The Nominations are:

President - Ed Rosiak

Treasurer - Walt Wells

VP-Region 1- Open

VP-Region 3- Carol Ford

VP-Region 5- Ron Cozad

Director-at-Large- Andy Wilson

Director-at-Large- Charlene Fulton

Director-at-Large- Peter Albiez

Senior Vice President - Doug Rice

Secretary - Robin McCall

VP-Region 2 - Jim MacKnight

VP-Region 4 - Jack Kenton

Director-at-Large- Elliot Sanders

Director-at-Large- Bill Sanders

Director-at-Large- Rene deLathauwer

Other Nominations will be accepted at the Meeting



President's Information on our New Website

(Continued from page 2) President's Corner

Not to brag - but here are a few highlights from the newly redesigned web site.

California Airports - All of California's key general aviation airports are listed here. And, if one exists, there is a link to that airport.

Flight Planning - There are many sites for flight planning in existence. We list some of the best for you to review.

FAA TFR List - Every one of us needs to check Temporary Flight Restrictions (TFR's) before every flight especially with the annual fire issues in our state, and the trend of the nation's top politicians regularly flying here and there to raise money and shutting down all the airports in the area.

Aviation Regulatory Agencies - If you weren't aware, California has an active and effective organization which oversees aviation in the state. The California Division of Aeronautics is listed here; as will others as we discover them.

Aviation Education / History - The AOPA Air Safety Foundation and many others will be listed here. And check out the national closed airports web site to get a tangible idea of why we exist.

Pilot Organizations - It is our intention to list all of the state and local organizations in this space as well as specialty sites like America Air Campers Association. Not listed here? Then send us your information - and be aware we would ask you to list our site too.

FAA Safety Seminars - The FAA has done an excellent job in

providing seminars for our nation's pilots. You can find the list of monthly WINGS Safety Seminars closest to you here. We all need to continue to train to make ourselves better pilots.

Archival Data - When you read an article always look at the bottom to see the other referenced articles. Our new web site provides you with historical information about airports and other issues. For example, if you read an article on AB48 (use the search function on the top right of the home page to find one) you find all of the other articles related to it listed below the article - pretty cool hey?

Don't forget to review the top menu on the home page either. Here you will find our information about our board, chapters and their contacts, and Frequently Asked Questions (FAQ), Archive (check out the Airport Support section) and our Contact information when you need to get ahold of one of us.

Online renewal is coming too. You'll be able to create an account and update your information online, as well as comment regarding articles and or issues. Professional Aviation Services (known services such as aviation attorney, airport consultant, etc.) will be listed on our web site since in some cases there is only so much a volunteer organization can do.

The Newsletter will also be available in electronic form in the near future. Although you

can download it from the web site now, after the online renewal function is operational you will be able to opt for the auto-notification eNewsletter which you will enjoy in color, help us save trees, and save your association a lot of money in printing costs.

Finally, as you have already noticed, we also switched to a modern newsletter format and to a new newsletter editor. Director-at-large board member Peter Albiez will be creating the newsletter from this point forward. Peter is not only a board member but past President of the California Chapter of the Flying Farmers, where he published their newsletter and Whiteman Airport Association (all of our board wear multiple hats).

You can expect to hear more from Peter, and our Director of Communications Larry Chapman, as well as the rest of the board in the near future. We want to welcome you to the future of the California Pilots Association, and thank you for your continued support. We promise to do a better job of keeping you informed on the issues as well as our accomplishments from this point forward. Please make our web site one of your favorites to stay abreast of the never ending issues, and visit us at the least weekly - to keep up.

Visit our Newly designed website.

www.ca-pilots.org

"We are very proud of it, and it will become the basis of a vast amount of California centric aviation information. Some of which we already have, as well as the additional information that we will continue to gather. Thanks to Larry Chapman our Director of Communications"

AEA Says 121.5 ELT Manufacturing Should Stop

(Continued from page 5) ELT to the aviation community," the FAA wrote to the FCC. However, the Aircraft Electronics Association disagrees with a key point of the FAA's argument, saying manufacture of the old-style ELTs should be stopped. "The AEA supports the FAA's proposal for operators to

continue the 'use of existing' 121.5 MHz ELTs," the AEA said in a news release. "However, because satellite monitoring has ceased for 121.5 MHz, the AEA does not support the FAA's position of allowing the continued manufacture, importation or sale of new 121.5 MHz ELTs." The AEA calls the FAA argument

"illogical" and says the discontinuation of satellite monitoring means the old ELTs no longer work the way they were intended. It says it doesn't understand how the agency could argue that stopping the manufacture of outdated equipment would be detrimental to aviation safety.

TSA Expands GA Initiatives

From AVwebflash July 26, 2010

The latest administrator of the Transportation Security Administration, John Pistole, visited EAA AirVenture on Monday along with Janet Napolitano, secretary of the Department of Homeland Security. They said the nationwide "If You See Something, Say Something" DHS campaign will be expanded to general aviation, and the process for crossing the border in

a GA aircraft will be simplified. Starting Sept. 1, pilots will be able to file a single manifest to meet both the TSA requirements and those of Customs and Border Protection. Officials from both AOPA and NBAA were quoted in a DHS news release as encouraged by the changes. "This decision



"If You See Something Say Something" DHS Campaign

demonstrates [TSA and CBP] commitment to improving the efficiency of the system for all users," said AOPA President Craig Fuller. NBAA President Ed Bolen added: "We thank the TSA and DHS for working with industry on these measures, which will be fully effective and workable as a result of our collaboration."

Calif. flight schools closer to reprieve on costly reg. AOPA continues to work for flight school relief

By AOPA ePublishing staff

Flight schools in California could get a stay from the California Private Postsecondary Act of 2009, a law that has had unintended consequences. Assembly Bill 1140 passed the Senate Busi-

ness, Professions, and Economic Development Committee by a vote of 6 to 1 Aug. 9. The bill would give flight schools 12 months to comply with the postsecondary act. The bill still faces significant legislative hurdles,

however, and will need a fiscal analysis and could require another hearing from the Appropriations Committee or be sent directly to the California Senate floor for a vote.

"The bill would give flight schools 12 months to comply with the postsecondary act."

See relief (Continued on page 9)

AIRPORT ADVOCATE

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Source of the items submitted must be provided for publication consideration. ALL material is subject to editing required to conform to space limitations. Submit materials to: **California Pilots Association**

**P. O. Box 6868
San Carlos, CA 94070-6868**

Or send by email: editor@calpilots.org

AOPA suggests flight schools apply for a Verification of Exempt Status

(Continued from page 8) Relief

“This committee vote is a step in the right direction, but we still face significant legislative hurdles.”

The act, which was intended to protect students from unscrupulous businesses practices of some private educational providers, went into effect Aug. 1. The act requires flight schools to pay multiple new administrative fees and open their books to regulators. AOPA advised flight schools to file for a waiver from the act in advance of Aug. 1. Individual flight instructors, however, are not affected by the act and do not need to take any action, according to AOPA’s review of the law.

AOPA had worked to get a

legislative fix before the Aug. 1 deadline, but the California legislature went into recess for the month of July. The issue has been one of the first priorities the lawmakers have addressed since returning to session.

“This committee vote is a step in the right direction, but we still face significant legislative hurdles,” said AOPA Director of State Government Affairs Mark Kimberling. “Given the immediate financial burden of these new fees on already ailing flight training operations, it is important that this legislation is passed prior to

the close of this year’s session, and we will continue working to that end.”

The intent of the bill is to allow time for public hearings to be conducted to determine the impact of the law on flight schools and establish a permanent fix.

August 10, 2010



Flight School Relief reprinted from AOPA EPilot

121.5 MHz ELTs still legal for aviation use

“The ability of the aviation industry to continue the manufacture, importation, sale, and use of 121.5 MHz emergency locator transmitters is of utmost importance to the aviation community,” the FAA wrote in its letter requesting that the FCC’s proposal be rescinded.

AOPA has been working with the FAA and FCC, clearly stating the concerns associated with any ban on 121.5 MHz ELTs.

The association also has provided briefing to congressional staffers who have inquired about the issue.

“The bottom line is that pilots can continue using the 121.5 MHz ELT installed on their aircraft,” said Rob Hackman, AOPA vice president of regulatory affairs. “AOPA believes

that the move to equip with a 121.5 MHz or 406 MHz ELT should be left to the aircraft owner to decide based upon the type of operations and over what terrain the aircraft performs, and we are working to ensure it stays that way.”

Reprinted from AOPA EPilot August 4, 2010



CALPILOTS MEMBERSHIP APPLICATION

All member information is confidential

Name: _____ ¹ Home Airport: _____

Address: _____ City _____ State: _____ ² Zip: _____

Home Phone: (____)____-____ Work Phone: (____)____-____ FAX: (____)____-____ Cell Phone (____)____-____

Email: _____ Aircraft _____ N# _____

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

Aviation Business: \$50 Business Partnership: \$250 Lifetime: \$500 Additional Donation \$ _____

Please send your check with the application, or fill out credit card information. MasterCard ___ or VISA ___

Card# _____ Expiration Date ____/____/____

Signature _____ Date _____

CALPILOTS is a 501(c)(3) organization — membership dues and donations are tax deductible.

Donation \$ _____ ¹ PAC Donation \$ _____ (Political Action Committee- not tax deductible)

³ Occupation _____

Employer _____

1. Required

2. (4 Digit ZIP Extension required for newsletter delivery, please provide if known)

3. For Political Action Committee (PAC) donations over \$100, above information required by law

Renewals or New Memberships only please mail to:

California Pilots Association, P.O. Box 324, The Sea Ranch, CA 95497-0324

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

SOON YOU MAY ALSO JOIN OR RENEW ON LINE AT OUR NEW WEBSITE : www.calpilots.org

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CALIFORNIA PILOT PAC

WHAT IS A PILOT PAC?

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



WHY DO WE NEED A PILOT PAC?

As a tax-exempt, California public benefit corporation and a Federal 501(c)(3) nonprofit organization, CALPILOTS cannot engage in any "substantial amount" of political activity. The PAC provides an opportunity for the aviation community to support "aviation-friendly" legislators and candidates. This includes members of city councils, county boards of supervisors and state legislators. Through the PAC the aviation community can support legislation that is favorable to aviation. The PAC Trustees decide which California Senate and California Assembly incumbents or candidates to support or oppose. Local airport pilot representatives decide which city council or county supervisor candidates to support. Local pilots groups have found that banner to wing 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

Pat Forbes Chairman

Contributions can be made to payable to
CALIFORNIA PILOT PAC
PAC contributions are not tax deductible.
CALIFORNIA PILOT PAC
279 Catalpa Dr.
Atherton, CA 94070-2002
California ID 811653

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Ray LaHood

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Washington, DC 20590
Phone (202) 366-4000
Dot.gov.comments@ost.dot.gov

FAA Administrator J. Randolph Babbitt

Federal Aviation Administration

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Washington, DC 20591
Phone (202) 366-4000
1-866-835-532
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<http://www.govmail.ca.gov>

Senator Barbara Boxer

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Washington, DC 20510
Phone (202) 224-3553
Web Form: boxer.senate.gov/en/contact/

Senator Diane Feinstein

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<http://feinstein.senate.gov/public/index.cfm?FuseAction=ContactUs.EmailMe>

Congressman Mike Honda 15th District

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Phone: (202) 225-2631
Fax: (202) 225-2699
<http://honda.house.gov/>

Other California Congressmen

http://www.house.gov/house/MemberWWW_by_State.shtml#ca

Gary Cathy, Chief Division of Aeronautics

Department of Transportation,
Division of Aeronautics, MS #40
P. O. Box 942874, Sacramento,
CA 94274-0001
Phone (916) 654-5470
Fax - 916.653.9531
gary.cathy@dot.ca.gov

For Cal Senate and Assembly contacts

<http://www.leginfo.ca.gov/yourleg.html>

Watsonville

(Continued from page 1)

Council had violated California Aeronautics Law by not adhering to safety standards of the Airport Land Use Planning Handbook. The Sixth District California Court of Appeal agreed with the pilots.

This puts to rest the argument previously used by

planners and developers that the Handbook was only a guide. It provides "safety criteria" that must be applied in accordance with law by planners when evaluating projects near airports.

This valuable publication can be accessed free by logging onto the Aeronautics website at:

www.dot.ca.gov/aeronautics and looking under Publications. It runs 416 pages but can be downloaded.

Jay White, Calpilots



General
Counsel

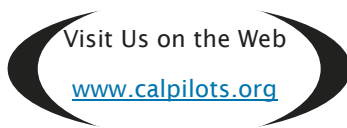


California Pilots Association

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