



Jan/Feb 2008

Airport Advocate

Happy New Year!!!!

01 ----- Official Publication of the ----- 28

CALIFORNIA PILOTS ASSOCIATION
We Support General Aviation Statewide

Volunteers Promoting and Preserving California's Airports

CALPILOTS

WRAP DINNER—GREAT EVENT

Dan Chauvet, WRAP Chairman

“With an airport, there are options; without an airport there are NO options.”— Pilot and State Senator, Abel Maldonado. This was an excerpt from a fascinating speech at the Watsonville Regional Airport Promotion – PAC (WRAP) dinner, Saturday evening, November 3, before more than 90 members of the aviation community and community at large. Extra tables were set up to accommodate the bigger than expected crowd at the Green Valley Grill. Yes, the dinner was a big success. The WRAP dinner is becoming more than a fund-raiser. It's becoming an – event.

Senator Abel Maldonado is the son of immigrants who began farming in the Santa Maria area. He started his political activity on the Santa Maria City Council and later won the at-large Mayor position. He related how he got into aviation. He started out by buying a Cessna 152. After encountering a big headwind and seeing a groundspeed of 45, he and his wife decided to move up to a Mooney. He still has that Mooney, but also flies a Cessna Conquest and a Cessna 560 (jet). At the dinner he related that he had just finished recurrent training at Flight Safety. Aviation is his number one passion.

Of course he realizes the importance of airports. He realizes that they need to be protected and kept safe. On arrival to Mather at Sacramento he related that he asked the tower how the en-

Ever wonder how other organizations promote and perserve their airport.. Read this article for some ideas...

WRAP Dinner continued page 8

**COLUSA
INDUSTRIAL
PROPERTIES'
GENERAL
PLAN
AMENDMENT**



Jay C. White
GENERAL COUNSEL, CALIFORNIA PILOTS ASSOCIATION

December 2007
Board of Supervisors
County of Colusa
546 Jay Street
Colusa, CA 95932

Re: Colusa Industrial Properties' General Plan Amendment

Honorable Members:

The California Pilots Association is dedicated to preserving and enhancing California's public airports such as the Colusa Airport. Maintaining compatible land uses for surrounding land is essential to this effort.

The Colusa County Airport Land Use Commission recently reviewed the Colusa Industrial Properties Project and found it inconsistent with the Colusa County Airport Comprehensive Land Use Plan in a number of particulars.

If your Board is petitioned by the project proponent to overrule the ALUC's decision a strict procedure must be followed in accordance with California law. A public hearing must be conducted after giving adequate notice. During the hearing process interested persons must be allowed to address the board and provide oral statements and written statements expressing any concerns about the project. This public input must be considered formally as evidence before making a decision to overrule the ALUC's decision. The board must make factual findings based on this evidence that the project would not cause noise or safety problems contrary to California law. Merely disagreeing with the ALUC's decision is not a legal basis for overruling its decision. Failure to strictly follow this procedure has resulted in much costly litigation against cities and counties in California.

An excellent guide for compatible airport land use planning is the Airport Land Use Planning Handbook that is published by the Aeronautics Division of the California Department of Transportation.

If our Association can be of assistance in this or other airport issues please let us know.

Yours truly,
Jay C. White, General Counsel

CC: Caltrans Aeronautics

Moving?



Please help us and let us know in advance by contacting us so we can change your address. Returned newsletters can cost us up to \$5.00 apiece. **Please email your new address to cpa@calpilots.org so we can update our records and save the association money.**

PRESIDENT'S CORNER

GOOD QUESTION

Ed Rosiak



Submitted via Email:

"I am an owner of a C-182 hangared in Livermore, Ca. My question to you is, why should I join another agency promoting our cause rather than give more money (If deemed prudent) to AOPA? Isn't this new organization now in competition with AOPA? What efforts and results would your organization advance past AOPA?

Respectfully submitted,
Steve Berkley"

Steve,

Thank you for your question. It may surprise you that CALPILOTS (in some form or another) has been in existence since 1949, as a statewide, non-profit, volunteer organization. I would request that you visit our modest web site at <http://www.calpilots.org> to read the welcome and other info on the site to get a better idea of what we are doing. You may want to do a search on Livermore and other local airports to read stories about what is going on locally.

We do not ask that pilots make a decision between AOPA, EAA, or NBAA and CALPILOTS. We suggest that, given the mounting issues that aviators face with airport encroachment and other serious issues, every pilot statewide belong to their local organization, and their statewide organization, as well as a national organization such as one the three listed above. While AOPA (as well as NBAA and EAA) do a great job, they simply can no longer do it all, which means that every pilot must do his/her part, which is more than simply being a member of a national pilot organi-

zation.

I have been a member of AOPA since 1970, and EAA since 1990. Each has been doing great work and I will continue to be a member of each. I am also a volunteer for the California Pilots Association [member since 1994 - volunteer since 2002] working to promote and protect the state's GA airports.

By the way Steve, if you do not already belong, I also strongly suggest that you join your local Livermore Airport Organization - The Coalition for Livermore Airport -, the web site is <http://www.lvk1200.info/>. You have great people on your own airport working very hard to fight for your airport and your rights to operate there.

I hope we can count on you to join your local and statewide organization in the future. The state's pilots need to organize and become active in the protection of their airports or the serious problems we face will mean even more airport closures.

I have copied the President of The Coalition for Livermore Airport, Brett Wayne, who is doing an outstanding job for you locally. I suggest you contact Brett regarding Livermore Airport. He is an excellent example of local pilots doing more to promote and protect their airports.

If you have any other questions don't hesitate to contact me.

Regards,

Ed Rosiak President - California Pilots Association

Response from Steve: "Good answer. I will contact Brett as well to join the fight. Appreciate your efforts. My membership will follow".

[Have your say... send your question or opinion to editor@calpilots.org](mailto:editor@calpilots.org)

FRESNO TO PAY \$5.8M IN AIRPORT LAND DISPUTE

October 2007

By Brad Branan

The Fresno (CA) Bee

The city of Fresno has agreed to pay \$5.8 million plus interest to settle a dispute over a controversial sale of airport property to Gap Inc. Under the agreement with the Federal Aviation Administration, quietly reached in July, the city will make payments over 10 years into a fund it can use for improvements at Fresno Yosemite International Airport. The City Council will be asked today to approve the first payment of about \$800,000.

The City Council vote to approve the settlement came in a closed session, a decision that wasn't made public until today's meeting agenda was posted.

Today's vote on the proposed payment is scheduled under the council's consent agenda, meaning it will be approved without discussion unless a council member specifies otherwise.

In a deal started in 1997, the city sold about 200 acres to Gap for \$2. City officials pointed to the economic benefits of the San Francisco-based retailer bringing a distribution center to the area.

But following an FAA audit, federal authorities contended that the city had a duty to sell the property at market value and reinvest the money into the airport.

The settlement agreement accomplishes that purpose, city and federal officials said.

"It's an appropriate resolution because the FAA's goal is for airport revenue to go to airport projects," said Ian Gregor, an agency spokesman based in Los Angeles.

Mayor Alan Autry previously criticized the land sale, made under his predecessor, Jim Patterson.

But Autry said Monday that he sees little choice but to support the settlement with the FAA. The city risks losing millions of dollars in future FAA grants if it continues to fight the agency, he said.

City Council Member Jerry Duncan said the city isn't likely to save any money by holding out, noting that the FAA originally wanted almost twice as much to settle.

But Council Member Larry Westerlund said he voted against the settlement agreement in July. He said he will likely vote against the proposed payment today.

"We have a stronger position and could have negotiated a better settlement," he said.

The City Council voted for settlement in a closed session July 24, records show and council members confirm. But officials didn't announce the settlement after the closed session.

The Brown Act requires public officials to announce "any action" taken in closed session, said Peter Scheer, executive director of the California First Amendment Coalition. However, officials are required to announce legal actions only if their decisions bring the matter to an end, he said.

City Attorney Jim Sanchez didn't return phone messages Monday.

In a letter he sent to the FAA last month, Sanchez said the City Council considered the agency's settlement offer and "voted to accept it" in the July closed-door meeting. But the council had to approve payment "before final city action can be authorized," Sanchez added in the letter.

Editor's Note: Hopefully lesson learned: Municipalities must follow the law when it comes to public airports.

**CALPILOTS
JOINS
LAWSUIT
AGAINST
PROPOSED
HAYWARD
POWER PLANT
LOCATION**



Carol Ford - CALPILOTS Region 3 VP

The California Pilots Association has joined with Alameda County, The Chabot-Las Positas Community College District and other petitioners, known as Group Petitioners consisting of CALPILOTS, Citizens for Alternative Transportation Systems, San Lorenzo Homeowners Association, Hayward Democratic Association, Skywest Townhouse Homeowners and Hayward Area Planning Association to request reconsideration of the approval on September 26th 2007 of the Russell City Energy Center one of two energy plants proposed for 1 1/2 mile from Hayward Executive Airport.

Coalitions are always important, and in this case, there are many reasons to object to the approval of this plant. Procedural consider-

ations, air pollution and danger and disruption to air traffic flying in and out of Hayward Executive Airport are only a few.

The Russell City Energy Center did not come before the City of Hayward or Alameda County for public hearings. Therefore, no elected body has approved this plant.

The FAA, which currently has no mechanism to study plumes or their velocity emitted from buildings, was hamstrung in protesting the citing of this project because the stacks emitting the problematic plumes aren't an issue.

On November 7, the California Energy Commission (CEC) denied the Petitioners the right to request a Reconsideration of their decision in September. Further recourse would be to the California State Supreme Court.

Our petition was filed before the State Supreme Court in early December.

The CEC is holding hearings on the other Power Plant, Eastshore, only 1 mile from centerline of HWD on December 17 & 18th. CALPILOTS' General Council Jay White, and Region 3 VP Carol Ford, will testify against this poor location for a plant with *14 stacks 70 ft tall* emitting plumes which shoot *invisible* plumes hundreds of feet into the air.

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HEMET'S NORMALLY SLEEPY AIRPORT FILLS WITH FIREFIGHTING PLANES

By: RANI GUPTA

The San Diego (CA) North County Times
October 2007

Normally, the World War II-era air traffic control tower at Hemet-Ryan Airport stays empty, as the volume is so light that controllers aren't needed. This week, the airport roared to



life as it became a base for planes and helicopters flying out to douse nearby wildfires. To help guide the state firefighting aircraft, eight federal air traffic controllers and managers have been brought in from airports in and around the Inland Empire.

Saturday, October 27, 2007 Hemet's normally sleepy airport fills with firefighting planes. By: RANI GUPTA The San Diego (CA) North County Times Normally, the World War II-era air traffic control tower at Hemet-Ryan Airport stays empty, as the volume is so light that controllers aren't needed. This week, the airport roared to life as it became a base for planes and helicopters flying out to douse nearby wildfires.

To help guide the state firefighting aircraft, eight federal air traffic controllers and managers have been brought in from airports in and

around the Inland Empire. Those who arrived at Hemet-Ryan starting Wednesday are used to features such as radar and air-conditioning. They found the floor of the deserted tower covered in a layer of dust and the windows covered with black grime.

At Palm Springs International Airport, Air Traffic Manager Mark Hidinger is used to break rooms with fully stocked refrigerators and cooking burners. In Hemet, he has a cooler stocked with water and Gatorade. Controllers rely on binoculars instead of radar to help track planes. Opening the windows in the Hemet-Ryan tower can provide relief from the heat, but lets in the roar of the 17 California Department of Forestry and Fire Protection planes and three helicopters heading to local blazes, mostly the Poomacha fire burning south of the Riverside County line."

Normally at Palm Springs, you don't really hear the aircraft going by," said Hidinger, a Murrieta resident. The business-casual dress code that Palm Springs controllers typically follow also went out the window. Gary Leu, an air traffic control supervisor, arrived from his Palm Springs post Wednesday morning in a coat and tie. "I must confess," Leu said, "by the end of the day, the tie was off, the shirt was untucked." By Friday, Leu radioed planes in a Padres cap and jersey. Hemet-Ryan's opening as an air-attack station was fortuitous.

Not long after the airport was ready Wednesday, a fire broke out in Wildomar just miles away. "They started launching tankers hot and heavy and had that out in no time," Leu said. State fire officials had considered moving the air-attack base from Hemet-Ryan to March Air Reserve Base near Riverside, but decided last year to leave it in Hemet. CalFire controllers have their own tower at Hemet-Ryan close to the tower run by the Federal

Aviation Administration.

While the federal employees coordinate takeoffs and landings, CalFire controllers tell pilots their ultimate destinations and coordinate the reloading of the ex-Navy planes that line up to refill 1,200 gallons of flame retardant at a time — a process that takes about four minutes for



each plane. Despite the dual towers and the variety of planes, Leu said the process has gone smoothly. "They're all professional pilots," he said of the CalFire workers. "They really know what they're doing and they make the job easy."

Editor's Note: Typically, general aviation airports are not appreciated by many politicians as well as some government officials until an emergency such as the 2007 fire season causes even the anti-airport types to understand how important the local airport is, especially during local and statewide emergencies.

BRITISH OPERATED DC-6A TO VISIT BIRTHPLACE - SANTA MONICA

Air Atlantique, a British operator of classic transport aircraft and 1950s era military aircraft, will fly its DC-6A, registration G-APSA, to Santa Monica for her 50th birthday. Originally delivered on 13 June 1958 she is the sole remaining DC-6A operational outside the Americas.

G-APSA now flies in a fetching KLM livery from the 1950's and will be making the long journey to commemorate the important contribution of the type in making air transport a mature industry.

We're planning to bring our DC-6A (registration G-APSA, s/n 45497) from England to Santa Monica for her 50th birthday in mid June next year. We'll be in California from about 5 June to 12 June (Yuba, SMO, Long Beach and Chino so far) and the crew would love to meet any CALPILOTS members in the area.

It is sobering to read in your pages that her home port of Santa Monica is under constant threat from the very community that was built on the success of Douglas. Air Atlantique and the crew of G-APSA want to recognise this fact and extend the hand of friendship to members of the CALPILOTS, some of whom no doubt have personal experience of flying these wonderful aircraft.

So far we plan to route via Narsarsuaq and Minneapolis to the Golden West fly-in at Yuba, then to SMO, Long Beach and Chino, before heading east to Detroit, Quebec, Ottawa and home.

We're really looking forward to meeting [all of] you.

More information can be found at www.thedc6.com and there are lots of pictures at the usual aircraft photographic sites

Kind regards,
Julian Firth- Head of DC-6 operations
Air Atlantique - www.thedc6.com

WRAP Continued from pg 1

encroachment on final approach was allowed to happen. Now there are noise complaints there. He is opposed to bad planning and encroachment around airports. During the Q and A session Senator Maldonado made a commitment to contact and support the Division of Aeronautics in their efforts to strengthen the State Airport Planning Handbook and related Aeronautics law.

Grant Wrathall, vice chairman of WRAP, was the MC and talked about what WRAP is and its relation to the aviation community. It's nonpartisan and is not connected to any local organization, such as WPA, EAA, or 99s. It supports local candidates that voice intent to support and protect Watsonville Airport. Grant then introduced Senator Abel Maldonado.

The event was attended by all four candidates that ran for the City Council in last year's election. Three of the candidates won while the other lost by a very small margin. As a result the City Council improved significantly in use of common sense. Also attending were master columnist, Steve Bankhead, excellent columnist Emilo Martinez, and outstanding aviation writer Joe Shelton. A number of past candidates attended and were recognized. People from all of the pilot organizations, plus the Friends of Buena Vista, were recognized.

In conclusion, the WRAP dinner was a success as an event and as a fund-raiser to replenish WRAP's finances. The aviation community's efforts to keep WVI safe and viable are phenomenal.

Dan Chauvet, WRAP
Chairman
Grant Wrathall, Vice
Chairman
Hal Zamora, Treasurer



Watsonville Lawsuit Update

Santa Cruz County Superior Court Judge Paul Burdick said the city should not have eliminated runway safety zones aimed at protecting pilots and people on the ground during takeoffs and landings and should not have lifted restrictions on certain types of development, such as schools and nursing homes, near the airport.

- The environmental impact report failed to adequately analyze the impact of more housing on Highway 1 traffic.
- The report should have considered alternative development scenarios, such as building fewer homes.
- The city should have created a standalone airport land-use compatibility plan for review and approval by the state Division of Aeronautics.

But Burdick dismissed other concerns about traffic, and didn't buy plaintiffs' arguments related to the impact of development on water supplies. He said he found "substantial evidence" to show the conversion of farmland to housing will result in a reduction in water use.

He said he was "on the fence" regarding a question of whether adequate measures were in place to protect agricultural land outside the planning area from development.

As to the airport issues, Burdick said he couldn't find case law to back up his decision in favor of plaintiffs, and that he was interpreting the statutes. At an earlier hearing, he expressed doubt that legislators meant to give the city the authority to do whatever it wanted with the airport when they exempted Watsonville from a rule requiring independent airport land-use oversight elsewhere in the state.

Editor's Note: For more information please check the CALPILOTS website.

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PRESIDENT

Ed Rosiak
 (800) 319-5286
erosiak@comcast.net

SENIOR VP

Doug Rice
 (408) 354-5824
dougrice@juno.com

GENERAL COUNSEL

Jay White
 (800) 319-5286
jaywhite@astreet.com

TREASURER

Walt Wells
 707-785-3921
waltwells@earthlink.net

VP – REGION 1

OPEN



VP – REGION 2

Jim McKnight
 408-779-0301
jmack102ea@hotmail.com

DIRECTOR-at-LARGE

Rick Baker
 (760) 650-4111 X711
rbaker@calpilots.net

VP – REGION 3

Carol Ford
 (650) 591-8308
carol_ford@sbcglobal.net

DIRECTOR-at-LARGE

Peter Albeiz
 818-445-2027 (Cell)
30480@msn.com

VP – REGION 4

Jack Kenton
 310-322-8098
vpr4@calpilots.net

DIRECTOR-at-LARGE

Elliot Sanders
 (818) 261-0060
N5777V@aol.com

VP-Region 5

Ron Cozad
 (760) 431-8200
cozadlaw@sbcglobal.net

SECRETARY

Carol Hudak
 800-319-5286
carolh54@msn.com

PALO ALTO COUNCIL VOTES TO TAKE BACK AIRPORT OPS

City Estimates Negotiations with County
Will Take Three (3) Years

November 2007

By Kristina Peterson

The Palo Alto (CA) Daily News

The Palo Alto City Council voted 5-3 Tuesday night to begin negotiating with Santa Clara County to take back operations of the city-owned airport, following a long and tense debate.

City staff will immediately begin what they estimate will be a three-year process to terminate early the county's airport lease, presently slated to expire in 2017. Council members Bern Beecham, LaDoris Cordell and Mayor Yoriko Kishimoto opposed the move. Council Member Dena Mossar was absent.

The council members split into two camps - several felt the city did not have enough information to ascertain whether the airport could be economically viable, while the other faction argued the county's reluctance to spend any extra money to improve the facility beyond the bare minimum meant the city was neglecting an asset it still owns.

"We would not be good custodians of our community's property if we let it sit there for 10 years," said Vice Mayor Larry Klein, one of the strongest supporters of having a city-run airport.

Since the county Board of Supervisors has already voted to fund only "essential, non-deferrable, grant-eligible maintenance projects or security-related projects," the city could recover its property in 2017 in worse shape,

Council Member Jack Morton said.

"The city runs the risk of getting a deteriorated facility in 2017," agreed Ralph Britton, co-chairman of the Palo Alto Airport Working Group, a citizen task force which recommended this summer that the city immediately move to take back operations from the county.

But several council members asked why the county has so far expressed willingness to hand the airport back to Palo Alto.

"The county is in the business of operating airports," Council Member John Barton said. "They have others; they want out of this one. There might be a reason."

In recent years, the county has argued that the airport is a money-loser, though City Auditor Sharon Erickson has challenged the accounting methods used by the county.

Beecham said the issue just needed more analysis from a financial perspective.

"I simply don't know if we can do it economically," he said. "We have no business plan for this."

Council Member Judy Kleinberg countered that the city has gained its expertise in other fields by hiring experienced staff members or entering into public-private partnerships.

"At the moment we are on the sidelines," she said. "I think we need to come in and start playing the game at this point."

A substitute motion, by Kishimoto, to defer the start of negotiations until 2010, when the Army Corps of Engineers is slated to finish a study of levees in the area, failed 2-6. Other council members pushed to launch the lengthy process earlier.

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FEDERAL AND STATE CONTACTS

President George W. Bush
The White House
1600 Pennsylvania Avenue
Washington, DC 20500
FAX (202) 456-2461
President@whitehouse

Secretary of Transportation Mary E. Peters - U. S. Department of Transportation
NW 400 7th Street SW
Washington, DC 20590
Phone (202) 366-4000
gov_dot.comments@ost.dot.gov

FAA Administrator Marion Blakey
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591
Phone (202) 366-4000

Governor Arnold Schwarzenegger
State Capitol Building 331
Sacramento, CA 95814
FAX (916) 445-4633
governor@governor.ca.gov

Senator Barbara Boxer
Hart Senate Office Building
Washington, DC 20510
Phone (202) 224-3553
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Senator Diane Feinstein
Hart Senate Office Building 112
Washington, DC 20510
Phone (202) 224-3841
<http://feinstein.senate.gov/>

Congressman Mike Honda
1713 Longworth HOB
Washington, DC 20515
P:(202)225-2631
F:(202)225-269
<http://honda.house.gov/>

Mary C. Frederick, Chief
Department of Transportation,
Division of Aeronautics, MS #40
P. O. Box 942874, Sacramento,
CA 94274-0001
Phone (916) 654-5470 •
mary_frederick@dot.ca.gov

<http://www.leginfo.ca.gov/yourleg.html> for Cal Senate and Assembly contacts

Palo Alto continued from page 10

“If we don’t start now, we’ve handicapped our ability to make decisions in the future,” Morton said.

City Manager Frank Benest said staff will return with a timeline of the negotiations, including a breakdown of the resources and staff time required.

OPINION

To: Ruben Cabalbag
Asst. Manager, Los Angeles ADO
Federal Aviation Administration

As an instrument instructor at TOA, I urge you to reconsider the plans to cancel the VOR/GPS approach for 11L at TOA. The ILS for TOA does go out of service and the VOR/GPS is the only approach to safely land at TOA during instrument conditions. This cancellation request needs to be put out to the pilots at TOA by the FAA and “not” the city public works department who are not pilots and do not understand the instrument approaches or the need for them! Please also remember, if an aircraft needs to land in weather, because of mechanical problems, the nearest approach needs to be utilized.

This is not a city decision! This is a matter of the safety of the pilots at TOA and the other pilots who fly in here. There are times when TOA is the only airport that is open during instrument conditions. And how are we interfering with LAX? And what is this costing anything to keep this approach? Yes circle to land is okay from 29R when we have minimums that make this a safe condition. Please do remember that we have schools, homes and businesses under the downwind for 11L. Again, I urge you to reconsider this decision as a pilot and as an instructor.

Thank you,

Nancy Clinton
Torrance/Zamperini Field Airport

Editor's Note: Nancy invites you to join her and write letters to Mr. Cababag to keep the approach active.

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