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CALIFORNIA PILOTS ASSOCIATION

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Volunteers Promoting and Preserving California's Airports

CALPILOTS

TEHACHAPI AIRPORT BECOMES STRONG ECONOMIC ASSET

By Pierre Hartman
The Tehachapi (CA) News

The last four years have seen a transformation of the city's municipal airport, from a mere "runway with a collection of hangars," as Interim City Manager Greg Garrett put it, to a "strong economic asset," with approximately 12,000 operations per year.

It is evidently no coincidence that it was also four years ago last month that Dave Zweigle began his tenure as Tehachapi's airport manager. Zweigle and former City Manager Jason Caudle were the recipients of a formal commendation at a recent city council meeting. The commendation was presented by Bob Meyer, Chairman of the Tehachapi Municipal Airport Commission, and cited the substantial airport improvements, cost savings and new revenue streams established during the last four years.

Zweigle, with eight years of aviation business, corporate, charter and airline experience under his belt, manages Tehachapi's Airport Enterprise Fund, with a budget of \$500,000 per year, helping to ensure that Tehachapi derives its share of the \$150 billion annual contribution to the U.S. Economy



Tehachapi continued page 10

ECONOMIC VALUE OF CALIFORNIA'S AIRPORTS



Jay White - General Council

Statewide, a 2001 study of airports in California as conducted by the Aeronautic Division of the Department of Transportation shows:

- √ Aviation contributes nearly 9% of both the total state employment (1.7 million jobs) and total state output (\$110.7 billion);
- √ Aviation generated \$250.2 million in annual tax revenue for California;
- √ Nearly half of all domestic tourists visiting California arrive by air;
- √ Aviation delivered over \$14.5 billion in tourist dollars to California in 2001;
- √ California air cargo was valued at \$173 billion in 2000.

Small Airports

Typical economic benefits from small airports are indicated by a 2006 study of the Redlands Municipal Airport as provided by the consulting firm of Coffman Associates:

- √ The primary economic benefits (not including multiplier effects) of on-airport activity and off-airport visitor spending summed to \$7.3 million in 2006;
- √ The total economic benefits (including all multiplier effects of secondary benefits) of Redlands Municipal Airport summed to \$16.2 million in 2006;
- √ On-airport employers produced \$6.9 million of economic output in 2006, with earnings to workers and proprietors of \$561,000;
- √ Economic activity resulting from the presence of the airport created \$2.5 million of annual tax revenues, including \$1 million for state and local government;
- √ General aviation travelers using Redlands Municipal Airport accounted for 7,634 visitor days in the airport service area, and expenditures exceeded \$425,000;
- √ Seventy-eight percent of based aircraft owners responded that the airport is important to the success of their businesses;
- √ Based aircraft at the airport flew 33,000 hours in 2006; this travel had an estimated charter equivalent value of \$39 million;
- √ Firms represented by business users of based aircraft at Redlands Municipal Airport accounted for 1,470 employees and \$636 million in sales.

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PRESIDENT'S CORNER

TIME FOR AN AVIATION MAKEOVER

Ed Rosiak



Most of us have seen the Home Make-over TV Show which chooses a deserving family and completely makes over their usually run-down home. The home is completely rebuilt and in the end is setup for the specific family's special requirements.

This is exactly what should be done for aviation as an industry. It is time for a make over. It must better reflect the customer's needs, and just as important, it is time to improve aviation's confusing and tarnished image.

What's in a name? Most of the terms associated with aviation were set back in the dark ages and also require change. Ask anyone who is not familiar with aviation what "General Aviation" is, and they are likely to answer it must have something to do with the military. It is time to drop the term General Aviation. The airlines, and fly for hire travel are referred to as Commercial Aviation, there is also Military Aviation, and the rest should be Private Aviation. These names better reflect what each aviation segment is doing, and are less confusing to the average citizen.

Starting with the airlines, they must do a better job of improving their product, and most importantly from a user perspective, improving their dismal level of customer service. The airlines also have to stop their practice of eating their young, as witnessed by their efforts to transfer costs to private aviation since they don't want to complete, and are fearful of losing their First Class customers to Air Taxi and/or Private Aviation which have blossomed due

to the airline issues previously noted.

Private Aviation Manufacturers also need to step up to the plate. The General Aviation Manufacturers Association (GAMA) might do a reasonable job in communicating how many units are shipped per quarter, but they have failed miserably in marketing "Private Aviation" and its benefits to those unfamiliar. Private Aviation Manufacturers need to invest more of their profits to grow the industry, or they will find themselves without customers to sell to.

AOPA and EAA will tell you the biggest issue Private Aviation faces, is the declining new pilot start statistic. We can point to numerous issues; from high costs to the FBO's, many of whom are barely getting by, and some that need to learn what customer service is; lack of professionalism in some flight instructors, etc., etc. There are many reasons for this stat. Bottom line is, it needs to change.

On a personal basis, every pilot has to look in the mirror and ask "what am I doing to help aviation?" Do I take advantage of the questions I get on aviation to express my love for it, and why? Do I offer to take inquiring friends flying to help them to understand? Or, do I feel the need to confirm my superiority with stories of superhuman flight skills most mortals could never achieve? Do I correct the false information anti-aviation (and by default anti-airport) types provide to the community? Or do I assume 'someone else' will deal with those issues, and not worry about it? Do I patiently explain the term "Jet Fuel" means turbine fuel to airport neighbors, and is not necessarily associated with more jets and more noise for the local airport?

The misnomer term Jet Fuel should be replaced with Turbine Fuel. As diesels and turbines make their way into the Private Avia-

Continued pg 11

WATSONVILLE – FINAL COURT DECISION— MARCH 13

The latest date is Thursday March 13, 2008. The final decision is in sight for the legal action by the Watsonville Pilots Association (WPA), Friends of Buena Vista (FOBV) and Sierra Club (local chapter) against the City of Watsonville. Because the State Aeronautics Law and airport land use planning is involved, the State Division of Aeronautics (Aero) is part of the case. It's not surprising that the final decision has been delayed because the Court is going to present a lengthily written decision.

The case has many ramifications. At stake for WPA and supporters of Watsonville Airport it is the long-term viability of the airport and the continued existence of east-west runway 8-26. For Aero, it affects all airports in California. For FOBV and the Sierra Club it means living with (or not) significant negative environmental effects.

Reported earlier was the December 6, 2007 preliminary or tentative decision of the Court. That statement was favorable to those wanting to protect the airport from development encroachment. Undecided issues were water supply and agricultural land ramifications.

Since then, the Court has requested "supplemental briefs", which were turned in on Janu-

ary 22. These briefs were prepared by attorneys for WPA, FOBV, Aero and the City. Then on February 13th, replies to those briefs were submitted. The Court will have to evaluate the record (11,000 items), the original briefs, supplement briefs, and replies.

The supplemental briefs allowed further explanation of record items and original briefs. Significant explanation and discussion of the Pajaro Valley water situation was contained in the FOBV supplemental brief. FOBV worked hard and did considerable research on the City's EIR for the General Plan 2030. A number of discrepancies were found.

The WPA supplemental brief and replies pointed to the City's attempt to claim that they had an airport land use plan, reflected in the General Plan 2030. In the City's EIR they claimed that an airport has "no significant impact" on noise and safety of development off the ends of runways. History does not support this contention—anywhere in the world.

After the final decision, the likelihood of an appeal or the "end game" is speculation. The City Attorney said in press interviews that an appeal was a possibility. We will know more after March 13 (unless postponed). Stay Tuned.

Dan Chauvet, WPA Assistant Secretary for Legal Affairs

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.**

**GARY RICE
MANAGER
SANTA
MARIA
AIRPORT
DISTRICT
RETIRES**



In the nearly nine years Gary Rice has been at the controls of the Santa Maria Public Airport District, he has laid the groundwork needed to take the facility into the future.

However, with the airport's future as a charter and corporate jet destination, general aviation facility and job creator firmly in place, Rice, 61, has decided it is now time for him to move on.

With more than 30 years in airport management, Rice plans to retire in the spring with his last day scheduled for April 14.

After such a long career, he said, "I need a clean mental break."

With a bachelor's degree from Embry-Riddle Aeronautical University, Rice's career began in 1974 when he got his first airport management job at a general aviation airport in DeLand, Fla.

Airport management appealed to Rice's personality, he said. "I like to make things happen and see things happen."

After DeLand, he worked in other facilities in the Southeast until 1992 when he tried his hand at private sector work, landing a job with Lockheed Air Terminal in Southern California. He spent seven years with the company working on strategic plans for airport management until the business was bought and the division closed, he said.

By 1999, he saw the job opening at the Santa Maria Public Airport and after looking into the facility, he recalled, he saw great potential, especially with the plans to build a business park and golf course.

It was working on the business park that Rice said he went from being a project manager, something he understood, to coordinating a complex environmental process, which was new territory.

"It's going to be tough to fill his shoes," said airport board director Carl Engel. "We have a slate for the next 40 years out," he added.

The airport is using the expertise of an outside consultant to try to find Rice's replacement.

Newly appointed board president Don Lahr described Rice as "the complete professional" with an expertise in working with the public, other government entities and the board.

"He has so much experience and he know so much about the day-to-day operations. What I have been impressed with is there are so many different facets to our airport and he has been involved in all of them."

In addition to his work at the airport, Rice is an active member of the American Association of Airport Executives.

He is the past president of the Southwest chapter of AAE and has been president of the Southeast chapter and a member of the group's national board.

Editor's Note: The CALPILOTS Board would like to wish Gary success in his future endeavors.

SOLANO COUNTY AIRPORT LAND USE COMMISSION

January 17, 2008

Decision on airport chair delayed

By Danny Bernardini

The Vacaville (CA) Reporter

The county's mayors Wednesday night postponed a decision on whether to remove John Foster, chairman of the Solano County Airport Land Use Commission.

Four of the seven mayors on the Solano County City Selection Committee were concerned about making a decision without evidence of misconduct during a November meeting, as reported by Jane Day, Suisun City's vice mayor. Thus, the mayors' decision was postponed until February.

During the committee's meeting Wednesday night, a motion was made by Day to remove Foster.

But that motion was recalled after Benicia Mayor Elizabeth Patterson and others said they were weary of making a decision based only on the accusations that Foster acted inappropriately at an ALUC meeting.

Day said, among other complaints, Foster did not allow Suisun City officials to speak at an ALUC meeting featuring a proposal for a Wal-Mart Supercenter in Suisun City.

"Mr. Foster's conduct was completely irresponsible," Day said. "He has earned the right to be

dismissed on his actions and his actions alone."

Dixon Mayor Mary Ann Courville said that because the meeting in question involved a controversial decision by the ALUC to vote against the Wal-Mart proposal, removing Foster may look suspicious.

"To me, it looks too close to a Wal-Mart decision," Courville said. "As much as you (Day) are telling me it isn't retaliation, it's perceived that way to the public."

Some of those members of the public took to the parking lot of the Hungry Hunter restaurant, site of Wednesday's meeting, with picket signs in favor of keeping Foster as chair.

"Dixon Mayor Mary Ann Courville said that because the meeting in question involved a controversial decision by the ALUC to vote against the Wal-Mart proposal, removing Foster may look suspicious."

The ALUC is a nine-person advisory board created by the county to provide orderly development of airports in Solano County, as well as areas surrounding airports, to prevent new noise and safety problems.

Five of those members are individually appointed by a county supervisor, the other four are appointed by four mayors in Solano County cities near airports. Because commissioners are appointed, rather than voted in, their positions can be taken away at any time.

Five of those members are individually appointed by a county supervisor, the other four are appointed by four mayors in Solano County cities near airports. Because commissioners are appointed, rather than voted in, their positions can be taken away at any time.

Eddie Woodruff, mayor of Rio Vista, said that without knowing Foster or how he behaved at that meeting, it would be difficult for him to vote to remove him. Woodruff and others asked to receive a copy of the video of that meeting.

“I’m very uncomfortable with this,” Woodruff said. “I don’t know this gentleman, and to be fair, we have to weigh both sides.”

Osby Davis, mayor of Vallejo, asked Day, Fairfield Mayor Harry Price and Vacaville Mayor Len Augustine whether Foster had acted inappropriately in the past, or only at the Nov. 8 meeting.

Day said Foster often doesn’t accept the data presented to him. She said this wasn’t the first offense.

“We have seen him do this before,” she said. “I didn’t feel he had an open mind.”

Courville asked whether any other cities besides Suisun City had a problem with Foster’s actions. Price said the Fairfield City Council shared concern over Foster’s behavior.

Just before the decision regarding Foster was moved to the February meeting, Price stressed that whatever action is taken, it will come with great thought.

“Any decision this body makes should be taken seriously,” Price said. “Removal is serious business.”

Earlier in the day, ALUC vice chair John

Kakacek said it would be a shame to get rid of Foster, and if it happened, there would be an additional vacancy.

“If that happens, it’s a miscarriage of justice,” Kakacek said. “If the politicians get rid of Foster, I’m going to resign. I don’t want to be part of a Mickey Mouse organization that is controlled by political outsiders because they don’t like our decisions.”

Kakacek, who said he has served on the commission for five years, is soured by the reasons given for Foster’s possible removal. He said Foster has been nothing but professional while acting as chair and is the hardest-working member of the commission. Kakacek also fears for the future of Travis Air Force Base if the ALUC loses the right to oppose projects.

“He’s the most enthusiastic and knowledgeable on that panel,” he said. “We are the only ones protecting Travis.”

Editor’s Note: We decided to post this story because it shows how difficult and political it can be to serve on an Airport Land Use Commission. We are optimistic that the Mayors will do the proper thing and retain the Mr. Foster even though his decision was not in line with their agenda.

THE FAA RUNWAY SAFETY PROGRAM has made available through FAASTeam the following information card, which will fit in your approach plate book. To see or print the information card please use the web link below: http://www.faasafety.gov/files/notices/2008/Jan/FAA_Runway_Safety_Program_Chart_for_Pilots.pdf

To obtain copies of the above card, please contact your local FAASTeam Program Manager. For more information on who is your FAASTeam Program Manager and Runway Safety information, please go to <http://www.FAASafety.gov>. If you have any questions or comments concerning this notice. Please send your questions or comments to 9-ASO-AVS-AFS-ASO-FAASTEAM@faa.gov .

MEET YOUR BOARD**CHARLENE L. FULTON,
DIRECTOR AT
LARGE**

Resides in Modesto, CA, husband Robert L. Fulton, three adult children, two adult step-children and two grandchildren

1995 Present

- Modesto Airport Pilots Association
- P O Box 6426, Modesto, CA 95355
- Obtained Private Pilot's License in 1992.



- Served as Secretary, VicePresident, currently President on fifth term

2002 2003

VP Reg 3 California Pilots Association
(Welcome back.....ed)

2002 & 2007 – Present

Modesto City/County Airport

- Served on the Modesto Airport Master Plan Commission
- Currently serving on Modesto Airport Noise Compatibility Commission

2007 – Present Commemorative Air Force
Active member

**JIM
MACKNIGHT
VP REGION 2**

I've been in love with flying all of my life. Started flying in 1979, getting my private in January 1980 and instrument rating in 1981.



I was one of the founding members of South County Airport Pilots Association (SCAPA), a club formed under the CALPILOTS 501.3c umbrella. I have served on the SCAPA

Board of Directors since 2002, past president for 3-1/2 years and presently serving on the Board of Directors.

I have over 2,500 hours flying single engine aircraft. Presently own both a 1977 Bonanza V35B and a 2000 Lancair 320. I actively participate with the California BeechBoys, a group of pilots dedicated to the formation arts, flying Missing Man formations and formation tributes around Northern California. Presently hold an FFI Lead card, allowing formation performance in waived airspace, with our latest accomplishment of flying at Oshkosh 2007 Airventure Airshow as the first act on the 2nd day.

Volunteers Needed

As a non-profit volunteer organization, we are always looking for help to promote and preserve our airports. We are currently seeking the individuals for the following volunteer positions:

- VP- Region 1 and Director-at-Large Region 1
- Newsletter Editor
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Tehachapi Continued from pg 1

by general aviation, as reported by GAMA, the General Aviation Manufacturers Association. Zweigle gives credit to others, and to Tehachapi's changing circumstances, for the airport's new successes.

Kathie Mikulovsky, a friendly and efficient presence at the airport for the last three years, is now the airport manager's full-time assistant. She says there's a lot of interesting variety on the job, ranging from sending pilots radio messages on winds and traffic, to managing the airport's complex records and data system, and, much more frequently of late, directing corporate and other business travelers who visit Tehachapi by air.

In the next fiscal year, Zweigle expects to establish a new taxiway, parallel to and north of the existing runway, which will open the presently wide-open 140-acre northeast corner of the airport to new aviation-related development. By devising an expedited process by which engineering drawings could be sub-

mitted along with the FAA grant application, Zweigle was able, with help of the city council, to cut a normal two-year process to a single year.

One of the intriguing possibilities that northside access would allow, Zweigle says, is the development of a residential airpark, east of the Beacon Hill, south of Highway 58, and west of Dennison. Such an airpark would provide space for approximately 50 to 70 residences and individual aircraft parking or hangar space, with access for both aircraft and autos, but arranged to preclude any crossings or other conflict between taxiways and roads.

"There are a lot of people who would pay a premium to be able to walk out of their home and go flying without having to fight road traffic for miles just to get to the airport," said Zweigle. "The economic value here is the direct connection to the runway. I can't think of a higher or better use for the airport than to have aircraft owners and users living right here on it," he said.

RUNWAY MARKING FOR GA AIRPORTS

On Dec. 28 the FAA released proposed change to Advisory Circular 150/5340-1J, Standard Airport Markings. The updated AC would require all 567 airports certificated under Part 139, not just the 75 large air carrier airports that are already affected, to install surface-painted holding position signs and enhanced taxiway centerlines. The AC would also apply to all airports receiving federal funds under the Airport Grant Assistance and the Passenger Facility Charge programs. Public comments on the proposal are due by Feb. 26, and airports would have one year from the date of the final rule to comply.

Enhanced taxiway centerline markings are yellow and contain glass beads. Surface-painted holding position signs have a red background with white lettering, and are outlined in black on light-colored pavements. The proposal is part of the FAA's recent push to reduce runway incursions and improve safety at airports. The FAA this week also released a draft of AC 150/5210-20, Ground Vehicle Operations on Airports, which proposes regular recurrent driver training for anyone with access to the movement area and ramp apron areas at all certificated airports. In 2004 the FAA issued a final rule that revised 14 CFR Part 139 and established certification requirements for airports serving scheduled air carrier operations in aircraft designed for more than nine passenger seats but fewer than 31 passenger seats. For more information go to (http://www.faa.gov/airports_airtraffic/air-

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President's Corner continued from page 2

tion Fleet Turbine Fuel will eventually replace 100LL and be required. Enviro-zealots are already after the manufacture of the minuscule .4 of 1% fuel production that makes up 100 LL. Why? Because it makes them look good. Google the EPA to learn more about certain Enviro-zealot groups self serving attack on 100LL.

Is it all a lost cause? No. Private Aviation is a critical piece of the world's transportation infrastructure. And it is time to admit that it is a fact and start working together as opposed to working to get a leg up on each other. Where do the airlines think they are going to get pilots for the future if they cripple Private Aviation to solve their mismanagement issues? The aviation food chain of the 70's hasn't really changed. You start flying a single engine, transition to multi-engine, and so forth. Airline Pilots have to come from some where. They need basic aircraft to train on and airports to fly to and from.

Boeing and Airbus, as well as the Airlines had better wake up to the fact that they are jeopardizing their own future by damaging Private Aviation through their actions or lack of them. Same goes for Private Aviation Manufacturers, and all aviators. We are all in this together and we will either succeed or fail together.

Make no mistake, it affects all of us, and it's up to all us to solve the issue. Aviation is evolving, there is no question. The question is, will it survive as we know it, or turn into something that looks like Europe's pathetic version where few can afford it? It will take the entire industry working together to prosper. Should we hope that teamwork is still a good word, versus the "Me Generation" which is so prevalent across it today? Or, should we step up and do something about it?

Have your say... send your question or opinion to editor@calpilots.org

PAC

The California Pilots' Political Action Committee (PAC), can (and will) contribute to aviation friendly persons running for election, contribute to any committee, and support/oppose bills in the legislature. When needed, we have had a lobbyist in Sacramento. See the application for details in sending your contribution.

For more information email Pat Forbes at n12pf@aol.com

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