



July/August 2012

**ANNUAL MEETING
INFORMATION PAGE 8**

Inside this issue:

Presidents Corner	2
San Rafael Airport	2
Van Nuys Airport Repairs	3
Propeller Planes At Van Nuys Airport	3
California Airport Land Use Consortium Conference	4
South County Airport	5
Pilots' Bill Of Rights Passes Senate	5
California Airport Programs Survive Deficit Battle	6
CalPilots Welcomes New Chapter	7
2012 Annual Meeting California Pilots Association	8
Cessna offers single-engine aircraft safety education	9
CalPilots Board Contact List	10
CalPilots PAC	11

Serving Pilots Of California With Pride

Santa Monica Considers Paying Pilots to Fly Elsewhere

Proposal to spend \$90,000 in taxpayer money on incentive program designed to reduce noise at the airport gets support from the Santa Monica City Council, but there's not a quorum to approve it.

Before realizing it didn't have the quorum it needed, the Santa Monica City Council voted 4-1 Tuesday to pay Santa Monica-based flight schools "to go away for a while."

A decision on the unpopular proposal to pay the businesses to conduct repetitive takeoffs and

landings at other airports was postponed immediately after the vote, when the council members learned they needed at least five "yesses" to approve the funding.

Councilmen Richard Bloom and Bobby Shriver were absent from the meeting.

"It's unfortunate that it's going to cost us money... [but] we're paying this money to improve the skies over Santa Monica, Mar Vista and Venice," said councilwoman Gleam Davis.

Davis said the proposal—which would be rolled out on a six-month temporary basis—would be an efficient and immediate way to reduce aircraft noise.

The flight schools account for 40 percent of traffic at the Santa Monica Airport and neighbors have lobbied the council for years to find a way to quell the noise.

But the proposal has been criticized by residents who say the

See SMO Continued on page 7)

A local group has purchased the IASCO Flight Training center, keeping the company and its more than 50 employees in Redding California.

The group, which includes former State Sen. Maurice Johannessen and past Pepsi Cola distributor John Fitzpatrick, paid \$3 million for the 53-year-old firm, which has operated in Redding since 2009.

About \$2 million of the purchase was financed with a U.S. Small Business Administration Loan through Redding Bank of Commerce. "I thought we were going to lose this about three times," Fitzpatrick said Monday dur-

ing a news conference at the school's Lockheed Drive campus. "But finally we made it."

The whirlwind deal was put together in about three months with the final papers being signed Friday. The new company will be led by Ann Marie Guay, who as IASCO's vice president and general manager has helped the school establish itself in Redding.

Guay said IASCO was on the verge of being sold to

an East Coast company and being shipped out of state before the local group came together. She also credited the Economic Development Corp. of Shasta County and its president, Mark Lascelles, with making the deal happen.

"It was quite an experience trying to put this deal together," said Guay, who also owns a share of the new company, which retains the IASCO name.

The other owners are Redding Distributing Co. President Dave Jensen, who chairs the new ownership's board; IASCO Chief Financial

See Redding Continued on page 9)

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?

www.calpilots.org

Presidents Corner by Ed Rosiak

I'm From the FAA and.....

The FAA is a huge government agency, some would argue a bureaucracy, that most of us believe is trying to do a reasonable job. After all, to be fair they are responsible for all things flight related – important stuff.

The FAA has, however, been scorned, joked about (and sometimes applauded), by pilots as well as aviation entities such as GAMA, for at least as long as I can remember.

For example, if you query the experimental manufacturers, they will confirm that the regional offices are often in disagreement with each other. That is, that one office is typically tougher than another when it comes to a decision, or interpretation of a regulation.

It also appears that FAA Regional Offices don't necessarily communicate very well either, if at all. We express this opinion via experience attempting to acquire advice or assistance, through communications with the FAA headquarters.

It is also our opinion that the FAA is becoming more "Big Brother like" in its actions probably due to the influence of the TSA and it's refusal to ask the actual users what they think attitude.

This brings me to the latest issue at hand. The airspace grab pulled off by the NOAA on the west coast supposedly to protect wild life, the recent NOAA Wildlife Sanctuary (RIN 0648-AX79 Overflight Regulations for the Channel Islands, Monterey Bay, Gulf of the Farallones, and Olympic Coast National Marine Sanctuaries.

The NOAA regulation restricts overflights and imposes unac-

ceptable consequences if it is perceived that a pilot does not comply. If it is perceived that the pilot is busting the altitude then he/she is considered guilty until he/she can prove otherwise. What? Since when are we considered guilty until proven innocent in this country?

This is simply unacceptable so we wrote letters to the heads of the FAA and the NOAA asking for clarifications on why this ill-advised regulation was approved.

This is, in our opinion, another example of the FAA's lack of cohesiveness from top management. Allowing NOAA to usurp an existing regulation, without due diligence isn't acceptable to we stakeholders – the pilots. Why didn't the FAA leadership catch this obvious mistake before it occurred?

For more information and to read our letter to the FAA and NOAA heads go to our web site.



"It is also our opinion that the FAA is becoming more "Big Brother like" in its actions probably due to the influence of the TSA and it's refusal to ask the actual users what they think attitude. "



[Become a Fan of Our Facebook Page](#)

San Rafael planners OK airport project late Wednesday

Plans for a \$6 million to \$8 million sports complex at San Rafael Airport will move on to the City Council after planning commissioners recommended approving the project.

The Planning Commission recommended approving a zoning change and various permits for the project in a 5-1 vote with Commissioner Dan Sonnet dissenting.

"The question for me is really about how to accommodate the community's recreational needs ... while at the same time minimizing the effects on the environment," Chairwoman Viktoriya Wise said during deliberations. "I believe the project is a little bit too intense given the sensitivity of the site, and if that can be addressed maybe I can be supportive." Wise ultimately voted for the project, saying, "I

really appreciate the public process that we have gone through."

Wednesday's special meeting came after commissioners postponed making a decision on the project during a May 29 meeting, which lasted more than six hours and attracted a large number of speakers on both sides of the issue.

San Rafael Airport LLC wants to build a 35-foot-tall building along Gallinas Creek with two indoor soccer fields, a dance and gymnastics training center and a cafe that sells wine and beer. In addition, the applicant plans to add two outdoor synthetic turf sports fields — one of them lighted — and nearly 300 parking spaces.

The city received hundreds of letters from both supporters and opponents of the project. Sup-



porters, including several soccer leagues, the San Rafael Chamber of Commerce and Marin County Sheriff Bob Doyle have cited the benefits of sports and the need for more fields.

Opponents, including many neighbors, raised concerns about traffic, noise, lighting, environmental impacts and the health and safety risks for users of the sports complex, among other issues.

See San Rafael (Continued on page 7)

"Plans for a \$6 million to \$8 million sports complex at San Rafael Airport will move on to the City Council after planning commissioners recommended approving the project."



Van Nuys Airport to curtail runway closure during repairs

The operators of busy Van Nuys Airport have agreed to dramatically reduce the number of days the main runway will be closed for major improvements. Plans call for the 8,000-foot runway to be closed for 10 days and 26 nights instead of 17 weeks — a lengthy closure that airport tenants said would hurt their operations, which have already been hit hard by the recession. Van Nuys is

one of the busiest general-aviation airports in the nation, with more than 300,000 takeoffs and landings a year. Its 730 acres are home to more than 100 businesses, such as charter operations, fixed base operators, maintenance facilities and flight schools that contribute about \$1.3 billion annually to the local economy. This "marks a major victory in our efforts to save businesses and employees at Van Nuys Airport from the devastating effects of an extended runway closure," said Curt Castagna, president of the Van Nuys Airport Assn., a nonprofit organization.

The association announced the agreement Tuesday. Castagna

said tenants and aviation groups have worked over the last three months with Los Angeles World Airports, the operator of Van Nuys, and the airport's contractor to develop a suitable repair schedule. The project includes an asphalt overlay and partial reconstructions of the most worn sections of the runway, a job that should take about three months. Officials say the work should cost less than the original estimate of \$20 million and will not affect the airport's 4,000-foot runway, which is used mainly by piston aircraft. According to the plan, the closures will be from 10 p.m. to 6 a.m. The length of the main runway will also be limited for 65 days to no

less than 5,000 feet for landings and 5,209 feet for departures, enough to accommodate corporate and private jets. Details of the agreement still need to be finalized before the plan is submitted to the Federal Aviation Administration for approval. The deadline for submitting the plan is Sept. 30, and no date has been set for the start of the work.

Operators plan to shut down the main runway for 10 days and 26 nights instead of 17 weeks in an attempt to ease the burden on tenants.

By Dan Weikel, Los Angeles Times
June 13, 2012
dan.weikel@latimes.com



Van Nuys is one of the busiest general-aviation airports in the nation, with more than 300,000 takeoffs and landings a year. (Al Seib, Los Angeles Times / March 5, 2012)

The spin zone: Propeller planes at Van Nuys Airport getting their place in the sun at old Air National Guard site



"It's the beginning of a location to foster the community we lost at Van Nuys Airport -- the community of aviators that created aviation over the last 100 years," said Elliot L. Sanders."

The long-awaited \$26.5-million VNY Propeller Park is scheduled to break ground in August, with its developer now clearing the site. Pilots will gather Wednesday to celebrate the pending consolidation of piston-driven planes and businesses into a full-service aviation community. "It's the beginning of a location to foster the community we lost at Van Nuys Airport -- the community of aviators that created aviation over the last 100 years," said Elliot L. Sanders, president of the Van Nuys Propeller Association and California Pilots Association Director-at-Large. Located on the old Air National Guard site, the new prop park will act like an airport within an airport -- with its own terminal, maintenance services, flight schools, restaurant, fuel

station and wash rack.

It will be home to 80 pilot-owned hangers moved from across the fabled One-Six-Right runway, plus 115 new hangers, some with attached businesses. It will also include a communal hanger for military warbirds built before 1950, plus nearly two acres for outdoor piston-driven planes. The 32-acre prop park, approved by Los Angeles World Airports six years ago near Balboa and Roscoe boulevards, will serve the dwindling number of small planes been displaced by more lucrative charter jets. Van Nuys Airport, once the nation's busiest general aviation airport, in its heyday housed as many as 1,400 piston-driven aircraft. It now has fewer than 400 of the dron-

ing prop planes that once taught generations of pilots how to fly. "It's certainly going to help," said Chris Rushing, president of the Condor Squadron, working on one of 11 World War Two flight trainers. "These Gulfstream guys are buying up everything they can. "Young pilots have to start somewhere. You don't just start them in a 747."

After years of delays, Pacific Aircraft Development has signed a contract to build the propeller park within three years. The Pacoima-based company has developed and managed aircraft facilities at Whiteman Airport as well as a dozen oth-

See VNY Prop (Continued on page 6)

California Airport Land Use Consortium Conference



Andy Wilson, CalPilots Director-at-Large attended the first California Airport Land Use Consortium Conference held May 14 – 15, 2012 in Sacramento, CA. at the Lion's Gate Hotel and Conference Center.

The California Airport Land Use Consortium (Cal-ALUC) was formed in 2011 as a statewide alliance to support the duties and functions of California's Airport Land Use Commissions through collaboration and education.

The conference was well attended by California Airport Stakeholders and session panel presenters throughout CA some of which included The California Department of Transportation Division of Aeronautics, County and Airport Planners, Consultants, Attorneys and County Airport Land Use Commissioners many of many whom are pilots.

The conference format was in the form of Sessions by Subject presented by a Moderator and Panelists who are experts in their field or profession. Questions and answers followed after the last Panelist spoke on their subject. Each day of the Conference during lunch was a featured speaker. Questions were asked by conference attendees at the end of each lunch presentation. There were many in depth informal small group discussion before the morning sessions began, during breaks, after lunch speakers and after the last session ended in the afternoon.

CalPilots would like to acknowledge the following:

Terry L. Barrie, Chief of the Office of Aviation Planning, CA Department of Transportation, Division of Aeronautics. Terry gave an overview of the changes in the revised California Airport Land Use Planning Handbook, approved in 2012.

Lori D. Balance, a partner with the firm of Gatzke, Dillon Balance for her presentation on land use legal issues including the Court Decision on March 15, 2010 sixth Appellate District in the Court of Appeals of the State of California issued its decision in *Watsonville Pilots Association v. City of Watsonville*(2010) 183 Cal.App.4th 1059,

Francois Bijotat, of Ricondo and Associates for being the last Session Moderator arranging the Panelists to demonstrate their GIS land use software currently installed by some Counties and being used by County planners. The GIS software defines property parcels by zonings and location relative to airport safety zones, and many other criteria defining land use near airports.

Additionally, post-conference discussions and responses to the conference evaluation support the following next steps for this organization:

- Maintain state-wide Cal-ALUC support and communication through periodic statewide teleconferences
- Maintain Cal-ALUC website for posting current events (e.g., case studies, training opportunities)
- Organize and conduct future conferences
- Conduct other training/support opportunities

through means such as webinars

- To formalize the Consortium

The complete California Airport Land Use Consortium (Cal-ALUC) schedule, Conference Subjects and presenter resumes' can be found at: http://www.cal-aluc.org/ALUC_Program_Final.pdf

Ricondo staff has organized all of the presentations on the Cal-ALUC website in a very organized manner at <http://www.cal-aluc.org/2012-conference-details.html>

Sponsors were Ricondo & Associates, Gatzke Dillon & Balance, and LLP. Attorneys & Counselors at Law, Neumiller & Beardslee, Attorneys and Counselors - Est. 1903, C&S Companies, Engineers, Design Build Technical Resources Operations, Coffman Associates Airport Consultants, Mead& Hunt, Miller & Owen, A Professional Corporation

Until a more formal channel of communications is established by the Consortium questions and additional information can be addressed to:

Laura Brunn, Associate Regional Planner
San Joaquin Council of Governments
555 E Weber Ave. Stockton CA 95202
Direct Phone: (209) 235-0579
SJCOG Main: (209) 235-0600
brunn@sjcog.org
Andy Wilson CalPilots Director-at-Large 6/29/12

"The California Airport Land Use Consortium (Cal-ALUC) was formed in 2011 as a statewide alliance to support the duties and functions of California's Airport Land Use Commissions through collaboration and education."

Got Email?

Does CalPilots have your current email address? By providing us with your email address you will be able to receive electronic membership renewal notices and other upcoming new features.

Please send your current email address to webmaster@calpilots.org
CalPilots does not sell or share members information

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

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

Cal Trans Link to newsletters :

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

South County Airport Pilots Association (SCAPA) Awards Three \$1000 Scholarships



From left, Pat Belanger of Scapa; Amanda Torres; Jim Peterson President of SCAPA

SAN MARTIN, CA—The South County Airport Pilots Association (SCAPA) (A Chapter of California Pilots Association) awarded three \$1000 scholarships to three local students pursuing careers in aviation.



From left, Pat Belanger of Scapa; Kathy Tran; Jim Peterson President of SCAPA

The winning candidates included Kathy Tran who is a student at San Jose State University majoring in Aviation Operations. She works part-time for Aerodynamic Aviation at Reid Hillview Airport, is on track to finish her private pilot training by the end of this summer and becoming a certified flight instructor. Kathy plans to pursue a career as an airline pilot.



From left, Pat Belanger of Scapa; Serge Manikovski; Jim Peterson President of SCAPA

Amanda Torres was also selected for a scholarship. She is a student at Gavilan Junior College majoring in Liberal Arts and taking flying lessons from Magnum Aviation at South

County Airport. Amanda plans to get her aircraft mechanic license and looks forward to volunteering as a missionary pilot to fly supplies to those in need anywhere in the world.

And Serge Manikovski will use his \$1000 scholarship to further his education at San Jose State University where he is majoring in Aviation Operations and Management. He is currently taking flying lessons and has a goal of becoming an airline pilot. Serge also serves as a volunteer with the Civil Air Patrol and works part time for Delta Airlines at San Jose International airport.

The three winners were selected by the members of SCAPA who based their selection on the applicants who demonstrated motivation, achievement and financial need toward their future in aviation. Candidates of any age cur-

rently in a flight training program or an aviation maintenance program in the San Benito and Santa Clara county areas were encouraged to apply.

The scholarship program is an annual event sponsored by the members of SCAPA.

The South County Airport Pilots Association is a non-profit organization involving pilots and aviation enthusiasts with the mission to preserve the South County Airport, improve community relations, and enhance flying safety. SCAPA also recently declared their volunteer Disaster Airlift Response Team (DART) operational.

www.southcountypilots.org



Pilots' Bill Of Rights Passes Senate

Senator James Inhofe, who gained personal experience with FAA enforcement tactics and rules in 2010, is celebrating the passage by the Senate of his Pilots' Bill of Rights. In October 2010, Inhofe landed on a closed runway in Texas that had vehicles and people on it. He received a remedial training order from the FAA. Difficulties he said he experienced while attempting to gather information about the incident led him in 2011 to introduce a bill to protect pilots from "agency overreach." He explained the rationale for the



action in a **podcast** last year. The bill includes protections for pilots who become the subject of FAA enforcement proceedings and also requires the FAA to take actions regarding NOTAMs and the agency's medical certification process.

Regarding NOTAMs, the bill requires the FAA undertake a NOTAM Improvement Program. That program requires simplification and archival of NOTAMs in a central location. The idea is to ensure pilots can easily acquire the most relevant information through the system. Regarding medicals, the bill requires that the GAO review the FAA's process and forms with the goal of creating greater clarity in the questions and fewer allegations of intentional falsification against pilots. The effort will be

accept advice from an advisory panel made up of "non-profit general aviation groups." Details about the pilots' bill of rights include requirements that the FAA grant a pilot relevant evidence 30 days before deciding to proceed with an enforcement action. It also allows pilots to seek Federal district court review of appeals from the NTSB. That means pilots can introduce evidence and get "a new review of the facts." The effort earned the support of EAA and AOPA.

AVweb 7/2



"Difficulties he said he experienced while attempting to gather information about the incident led him in 2011 to introduce a bill to protect pilots from "agency overreach."

Van Nuys Propeller Park

(Continued from page 3) VNY Prop

ers across Southern California and Arizona. Steve Argubright, a managing partner for Pacific Aircraft Development, said the company will break ground this August on two buildings housing 31 hangars. The terminal, plus a Hole-in-the-Wall Burger Joint within the 350,000-square-foot prop park complex, is expected in 2014, he said. The total cost: \$26.5 million.

"It's been a long journey," Argubright said. "I'm excited. It should be real good. To be fully funded, we've got to demonstrate there's a market there. The key to success, he said, was

"the personality of the airport" -- whether VNY is friendly and accommodating to its piston pilots. He said he hopes to foster a "live and let live" environment to encourage a new community of pilots.

On Wednesday, members of the airport's propeller association will hold a "Party in the Park" for their annual meeting. "The propeller park is finally going to have some sticks in the ground, some shovels turning over, it's been a long time -- 12 years," said Sanders, who plans to move his aircraft insurance business to the park. "This will kick start a new flying community."

On Monday, Sanders led an airport tour for Faisal Gill, a new member of the Van Nuys Citizens Advisory Commission.

Past rows of Cessnas ready for their next flight. Past vintage Condors, ready for their next formation. And past flat-tired birds of a bygone era.

"I think this is fantastic, a great gem," said Gill, a local attorney, looking at the future park site. "As we're seeing more corporate aviation coming in, there'll be a great place for propeller pilots."

"It's a fantastic idea, a great place for the community."



"The propeller park is finally going to have some sticks in the ground, some shovels turning over, it's been a long time -- 12 years."

California Airport Programs Survive Deficit Battle

When a California budget bill appeared to target airport grant programs by transferring fuel-tax revenue away from aeronautics accounts, AOPA and other organizations took quick action to protect aviation's interests.

John Pfeifer, AOPA's Western Pacific regional manager, consulted with the California Division of Aeronautics about the possible effects of the amended Assembly Bill 1465, and then alerted other aviation organizations to the potential impact. Language in the bill and companion legislation in the Senate would have eliminated airport programs through provisions to transfer fuel excise-tax revenues from transportation accounts to the general fund—just one measure in a package aimed at coping with California's \$15.7 billion budget deficit.

Pfeifer presented legislative leaders and budget committee

members in both chambers with a letter stating AOPA's opposition to the revenue transfer in the bill, which amends the state revenue and taxation code. Organizations joining AOPA in opposing the revenue transfer included the Association of California Airports, the California Airports Council, the California Pilots Association, Monterey Regional Airport District, and the Southwest Chapter American Association of Airport Executives. "The sole funding source for state aeronautics programs must be protected and dedicated to that purpose," wrote Greg Pecoraro, AOPA vice president of airports and state advocacy, in his June 14 letter.

On June 15, the state Assembly waived its rules and passed the bill three days earlier than the scheduled vote, prompting Pfeifer to

take general aviation's case to Gov. Jerry Brown, whose signature is awaited on the bill by June 30.

After the aviation interests raised concerns, clarification of the final bill's wording made clear that the aviation grant programs would remain intact, Pfeifer said.

"No excise-tax revenue to be transferred to general fund accounts originates from funds normally deposited in aeronautics accounts," he said. Through the prompt action to clarify the bill, "AOPA and other organizations put the legislature on record that the state's aviation programs are vital to the economy of the state, and must not be tampered with," said Mark Kimberling, AOPA director of state government affairs.

"AOPA is closely monitoring legislative affairs, and is ready to respond to any threat to aviation and airport programs," he said

Reprinted from AOPA ePilot

"Organizations joining AOPA in opposing the revenue transfer included the Association of California Airports, California Airports Council, the California Pilots Association, Monterey Regional Airport District, and the Southwest Chapter American Association of Airport Executives"

Santa Monica Airport

(Continued from page 2) San ☐ afael

(Continued from page 1) SMO

city shouldn't be paying the flight schools. Councilman Kevin McKeown called their dissent ironic, and Councilman Bob Holbrook agreed.

Holbrook cast the dissenting vote. He said he had not heard from a single person who liked the proposal.

"If the public that is befitting from it doesn't want it... I'm not going to support this," Holbrook said. "It's really peculiar people really don't want us to do it."

Under the proposal, participating flight schools would receive \$150 for each flight that resulted in a minimum of four take-offs and four landings conducted at other airports on weekends and federal holidays. City staffers said it has the potential of resulting in up to 4,800 fewer takeoffs and landings.

City staffers have estimated the program would cost as much as \$90,000 in six months.

A decision is now expected in July

Reprinted from the Santa Monica Patch
By Jenna Chandler



In discussing potential noise problems, Commissioner Jack Robertson noted that he lives on a golf course and enjoys recreational sounds. "It's civilization n and it gives a nice color and character to the neighborhood," he said. In March city officials delayed a Planning Commission hearing on the project's merits after receiving a letter from Caltrans that raised concerns about the project's proximity to an airport runway. "The safety issue has been to me the most difficult one to grapple with, but this project has been going on for a bunch of years," Commissioner Charles Pick said. "I've had an opportunity to spend some time in some small planes," he added, noting that elementary schools and playing fields often exist alongside airports. "Certainly this has been going on for years and years and years, and I've never heard of an accident." However, Sonnet raised numerous concerns about pre-existing restrictions on the property, safety issues and impacts on wildlife. "We have periodic plane crashes at the airport," Sonnet said. "The problem is a) accidents happen and b) not every pilot is of the same caliber."

By Jessica Bernstein-Wax
Marin Independent Journalmarinij.com

"It's unfortunate that it's going to cost us money... [but] we're paying this money to improve the skies over Santa Monica, Mar Vista and Venice."

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

CalPilots Welcomes New Chapter to our Association



**SUTTER BUTTES
REGIONAL
AVIATION
ASSOCIATION**



CalPilots welcomes the Sutter Buttes Regional Aviation Association as its newest Chapter. Calling the Sutter County Airport [O52] in Yuba City its home, the SBRAA boasts an initial membership of over 50 aviation enthusiasts. The Association is under the leadership of Joe Borzelleri, president (picture above); Jack Kemmerly, vice president; Steve Whitmarsh, secretary; and Howard Anthony, treasurer.

Monthly gatherings are generally held on the second Saturday of the month though a formal schedule has not been set. For sure, August 11 will feature the SBRAA staple feast of chili dogs! Visit www.SutterButtesAviation.org, or find them on Facebook, www.facebook.com/SutterButtesRegionalAviationAssociation.

California Pilots Association Annual Meeting to be at Mojave Air and Space Port

Great Moments at Mojave – Coming to You in October

The Annual Meeting for the California Pilots Association this year will be held over the weekend of October 19, 20 and 21 at Mojave Air and Space Port. The main day of activities will be Saturday, October 20th, however your Board is arranging for outstanding activities beginning Friday evening the 19th and continuing through noon or early afternoon Sunday the 21st including private tours, test pilot briefings, and soaring opportunities.

There will be a number of attractions this year at – and around – the Annual Meeting:

- We are in discussions for tours and talks with:
 - Xcor Space
 - Matsen Space Systems
 - Virgin Galactic
 - Firestar Technology
 - National Test Pilots School
- We have confirmed speakers including
 - Former USAF Test Pilot Jim Payne, currently the world's #1 speed / distance sailplane pilot, will brief on the Perlan Project (soaring to 90,000 feet!)
 - Steve DeLaCruz, aerobatics competition pilot, RPV pilot and General Atomics Engineer will brief re RPV/UAS military and civilian uses and the future of UAS in U.S. airspace.
- The Southern California Soaring Academy (SCSA) will have high-performance two-place sailplanes available for introductory and/or continued learning and advancement to rating and for aerobatic soaring flights during your stay. (This will require reservations.)
- The Plane Crazy day – an institution at Mojave – will take place Saturday, October 20th. There will be fascinating aircraft on display, old and new.



For those of you interested in what Mojave Air & Space Port has to offer, see:

<http://www.youtube.com/watch?v=ms4jvMTw2Y>

Hotels are selected. Local transportation will be provided if you fly in as well as from hotel to airport and back as needed. We will keep you posted as this program develops. Reservations for hotels will be direct; contact data will be sent to you. Reservations for talks, tours and training may be required depending on the activity.¹

Bring your friends and fellow pilots! This will be an exciting weekend for present – and future – members and friends of CPA! We guarantee: ***Great moments at Mojave!***

Mark your calendars now and ***Mark it for Mojave.***

¹For additional information, call or write: Edward Story, edstory@earthlink.net 310-827-1600 or Chris Mannion zoomie83@roadrunner.com (951) 551-6197.

www.calpilots.org

AIRPORT ADVOCATE

Printed by Folger Graphics

www.folgergraphics.com

Published by

California Pilots Association

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

(800) 319-5286

OPINIONS expressed in the *Airport Advocate* are not necessarily always those of **California Pilots Association**.

MEMBERS and non-members are invited to submit articles of interest. *California Pilot Association* assumes no responsibility for contributed items or their return without a self-addressed, stamped envelope.

Source of the items submitted should be submitted 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 or peter.albiez@calpilot.org

IASCO Flight Training center

(Continued from page 1) FAA Medical

Officer Ralph Nasworthy; Redding Lumber Transport President Al Shufelberger; former SECO Manufacturing President Paul Ogden; and Victor Clark, general manager of the Redding Jet Center.

"IASCO has 56 employees in Redding and currently has pilot training contracts with four Chinese airlines: Shanghai, Sichaun, Air China and Shandong."

IASCO has 56 employees in Redding and currently has pilot training contracts with four Chinese airlines: Shanghai, Sichaun, Air China and Shandong. There are 100 students currently enrolled. The school has graduated 175 students since it opened in Redding.

In March, IASCO closed its flight school in Napa and transferred the 25 students to Redding. Guay explained that when Japan Airlines terminated its contract with IASCO's school in Napa about a year ago, the former owners decided to try to sell the business, established in 1959. That's when talks accelerated and eventually led to the local group coming together. Fitzpatrick noted that he and others initially were not impressed with company's financial statements, adding IASCO "wasn't upside down, but it was not making that much money." "The enthusiasm over the possibility of keeping it in Redding was what got us," Fitzpatrick said. Jensen, meanwhile, won't have to go far to check up on his investment.

In 2005, the beverage distributor bought the Lockheed Drive building where IASCO resides for \$3.8 million. The 70,000-square-foot building, which also houses Redding Distributing, was originally built for computer-rack manufacturer Chatsworth Products Inc. in 2002. Chatsworth left Redding in 2004. "Ann Marie did a great sales job about what they do here," said Jensen, who along with Shufelberger was part of an ownership group that bought the Civic Plaza building across from City Hall in 2010 for \$2.6 million. IASCO has an annual payroll of more than \$2 million and generates roughly 45 additional jobs in the community, Lascelles said. Guay and the EDC estimate the flight students invest an additional \$1 million in housing, food and general spending into the north state.

"The work the EDC does is often questioned in this community," Redding Mayor Dickerson said Monday. "This is a prime example of the EDC and the community coming together." IASCO had been talking about building its own campus at Redding Municipal Airport. The campus would include dormitories. The project was put on hold when the focus switched to keeping the business here. Architectural drawings of what the new campus might look like were displayed at Monday's news conference. But the project is still in limbo. "We basically haven't gone any further beyond 'let's keep this in Redding,'" Guay said. Reprinted from Record Searchlight 5-22



Cessna offers single-engine aircraft safety education initiative

"The intent is to not only teach them what they are looking for, but also how to identify issues that can occur more frequently with older, high-time airframes,"

Cessna Aircraft has launched an aircraft safety education initiative for owners and operators of 172 and 182 single-engine airplanes. The training relates to new supplemental aircraft inspection procedures that will be added to Cessna service manuals. The inspections cover single-engine piston airplanes produced from 1946 and 1986. Cessna has set up 40-hour training classes in Wichita for mechanics to be trained on non-destructive inspection techniques, such as ultrasound and eddy current. The techniques will be used to inspect high-time Cessna single-

engine airplanes, the company said. "The intent is to not only teach them what they are looking for, but also how to identify issues that can occur more frequently with older, high-time airframes," Tom Ronnau, Cessna's manager of technical service propeller products, said in a statement. Owners are encouraged to contact a Cessna service affiliate to schedule time to complete the mandatory inspections, Ronnau said. "The key with these inspections is to identify any seri-

ous corrosion or fatigue damage present, and if there is, get the airplane out of service and repaired," he said in the statement. The criteria for initial visual inspections will vary by model and aircraft age or hours of operation and will mainly focus on signs of corrosion or structural fatigue damage, the company said. The inspection requirements are simple and begin with a visual inspection that can be done quickly by a trained inspector during an annual inspection, the company said.

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 \$ _____³ 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 of \$100 or more he 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<<

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

PRESIDENT

Ed Rosiak
 (408) 218-8184 Cell
president@calpilots.org

SENIOR VP

Doug Rice
 (408) 354-5824
doug.rice@calpilots.org

GENERAL COUNSEL

Jay White
 (800) 319-5286
general.counsel@calpilots.org

TREASURER

Walt Wells
 (707) 785-3921
treasurer@calpilots.org

VP-REGION 1

Carl Leach
 (916)-276-5216 Cell
carl.leach@calpilots.org

SECRETARY

Robin McCall
 (310) 546-9344
robin.mccall@calpilots.org

DIRECTOR of COMMUNICATIONS

Larry Chapman
 (310) 200-9314
webmaster@calpilots.org

EXEC ADMIN

(800) 319-5286
admin@calpilots.org

VP-REGION 2

Jim MacKnight
 (408) 779-0301
jim.macknight@calpilots.org

DIRECTOR-at-LARGE

Andy Wilson
 (510) 489-5538
andy.wilson@calpilots.org

DIRECTOR-at-LARGE

Elliot Sanders
 (818) 261-0060
elliot.sanders@calpilots.org

VP-REGION 3

Carol Ford
 (650) 591-8308
carol.ford@calpilots.org

DIRECTOR-at-LARGE

Charlene Fulton
 (209) 521-6022
charlene.fulton@calpilots.org

DIRECTOR-at-LARGE

Bill Sanders
 (858) 752-4000
bill.sanders@calpilots.org

VP-REGION 4

Edward Story
 (310) 827-1600
ed.story@calpilots.org

DIRECTOR-at-LARGE

Peter Albiez
 (818) 445-2027
peter.albiez@calpilots.org

COORDINATOR AIRPORT REPS

Jack Kenton
 (310) 322-8098
Jack.kenton@calpilots.org

VP-REGION 5

Bob Eppers
 951-837-0462
bob.eppers@calpilots.org

DIRECTOR-at-LARGE

Chris Mannion
 (951) 551-6197.
chris.mannion@calpilots.org

CalPilots PAC Fund

OPEN



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 towing 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

Chairman

Contributions can be made to payable to
CALIFORNIA PILOT PAC
P.O. Box 324, The Sea Ranch, CA 95497-0324
PAC contributions are not tax deductible.
CALIFORNIA PILOT PAC
California ID 811653



FEDERAL AND STATE CONTACTS

President Barack Obama

The White House
1600 Pennsylvania Avenue
Washington, DC 20590
FAX (202) 456-2461
president@whitehouse.gov

Secretary of Transportation

Ray LaHood
U. S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
Phone (202) 366-4000
Dot.gov.comments@ost.dot.gov

FAA Administrator Michael P. Huerta (Acting)

Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591
Phone (202) 366-4000
1-866-835-532

[Contact FAA](#)

Governor Jerry Brown

State Capitol Building
Sacramento, CA 95814
Phone: 916-445-2841
Fax: 916-445-4633
<http://www.govmail.ca.gov>

Senator Barbara Boxer

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

Senator Diane Feinstein

Hart Senate Office Building 112
Washington, DC 20510
Phone (202) 224-3841
<http://feinstein.senate.gov/public/index.cfm?FuseAction=ContactUs.EmailMe>

Congressman Mike Honda 15th District

1713 Longworth HOB
Washington, DC 20515
Phone: (202) 225-2631
Fax: (202) 225-2699
<http://honda.house.gov/>

Other California Congressmen

http://www.house.gov/house/MemberWWW_by_State.shtm#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>

California Pilots Association welcomes our newest Business Partner

Chuckwalla Valley Motorcycle Association

P.O. Box 307
Desert Center, CA 92239
(760) 227-3110
www.cvmracing.com



 Find us on Facebook

Check out the new CalPilots Facebook page at www.facebook.com/calpilots

Please click the  on our page and tell your aviation friends to "Like" us as well

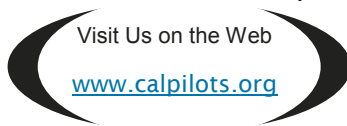


California Pilots Association

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

Phone: (800) 319-5286
E-mail: inquiries@calpilots.org

California Pilots Association is a
nonprofit, public-benefit 501(c) (3)
California Corporation



PRESRT STD
NONPROFIT
U.S. POSTAGE
PAID
SAN CARLOS, CA
PERMIT NO. 4

CALPILOTS BUSINESS PARTNERS

The aviation businesses listed below are business sponsors of CALPILOTS, and made generous contributions, which help to ensure that your flight freedoms continue. They deserve your patronage and support of all California Pilots and Aviation Enthusiasts.

Tell them you are a CALPILOTS member and appreciate their support

Gemini Flight Support (MER)

3515 Hardstand Ave.
Atwater, CA 95301-5148
(209) 725-1455
gemini@elite.net
www.geminiflightsupport.com

Clay Lacy Aviation (VNY)

7435 Valjean Ave.
Van Nuys, CA 91406
(818) 989-2900
FAX (818) 904-3450
www.claylacy.com

Bud Field Aviation (HWD)

Hangar Address:
22005 SkyWest Drive
Hayward, CA 94541
(510) 782-9063
FAX 510-782-9081
www.budfielddaviation.com

Chuckwalla Valley Motorcycle Association

P.O. Box 307
Desert Center, CA 92239
(760) 227-3110
www.cvmracing.com

Precissi Flying Service (Q80)

11919 N. Lower Sacramento Rd.
Lodi, CA 95242-9248
(209) 369-4408

CalPilots has Many other Business Partners

We urge our members to support them.
Use the link below to see the full list on our
Website:

http://www.calpilots.org/index.php?option=com_civicrm&task=civicrm/pro-file&reset=1&gid=36&force=1&search=0&Itemid=135