



November/December 2013

Serving Pilots Of California With Pride

Redevelopment plan for Brown Field moves forward

Tuesday, October 8, 2013 Brown Field Municipal Airport will undergo a major transformation over the next 20 years, as a redevelopment project was approved by the San Diego City Council on Monday.

The City Council, with Interim Mayor Todd Gloria absent from the meeting, unanimously approved a lease agreement with developer Brown Field International Business Park LLC and a master plan to develop aviation

and non-aviation facilities and amenities on 331 acres of the 881-acre airport in Otay Mesa.

"Moving this \$1 billion project forward is a win for all of San Diego," Councilman David Alvarez said. The project is in his district.

Approximately 810,000 square feet is proposed for executive jet aviation and helicopter fixed-based operations that would include an

airport maintenance building and related support facilities, hangars, tie-downs and a fuel station. The aviation facilities would be equipped with solar roof panels.

The proposed construction project also calls for an 8- to 10-megawatt solar photovoltaic energy generation facility; an industrial park; office space; an 11,000-square-foot restaurant; two hotels totaling 270

See Brown Field Continued on page 4)

2013 CalPilots Annual Meeting - Huge Success!

The 2013 California Pilots Association Annual Meeting was held on October 18-19th in San Luis Obispo at the San Luis Jet Center Jet Center.

The California Pilots Association (CalPilots) held its business meeting Saturday morning followed by Mike Jesch of the Fullerton Airport Pilots Association, a chapter of CalPilots. Mike discussed the revitalization of the previously dormant association at Fullerton

The meeting speakers were made up of a list of "who's who". Judy Phelps 2011 Na-

tional CFI, provided an excellent presentation on stalls and spins, John Kounis from Pilot Getaways Magazine provided an outstanding presentation on unique airports around the west, AOPA's Vice-President of Airport Advocacy Bill Dunn provided an update and spoke on protecting our airports, General Aviation News writer and GA Advocate/Cheerleader Jamie Beckett provided inspiration on supporting GA and Rod Machado was his usual entertaining self.

The California Pilots Association is very grateful to Bill Borgsmiller, owner of the San

Luis Jet Center for allowing us the use of his company's beautiful hangar for three days and Bill's wonderful staff who assisted our attendees with hotels and other information.



See Meeting (Continued on page 9)

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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?

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Presidents Corner by Ed Rosiak

Change is Good

A typical California Pilots Association board term is two years, and we are about to implement some board changes. These changes, effective on January 1, 2014, are evolutionary and will insure that the organization continues to thrive and enjoy success.

The first change is to the Office of the President. After 8 years as President I will be stepping down, succeeded by Corl Leach, the current Region 1 VP.

Corl, an airline pilot, has deep roots in aviation. In addition to his daytime job, Corl is a CFI, aircraft owner, established the Lincoln Area Airport Association

(LAAA), now headed up by the newest CalPilots Director Bill Turpie, and still maintains his ties to the Missouri Pilots Association.

We are also making changes to the offices of Senior VP, and Secretary.

Senior VP - Larry Chapman, CalPilots Marketing Director/Web Site/Technology Wizard has assumed the role of Senior VP. In this role Larry will assist Corl in running the organization, while maintaining his previous efforts.

Secretary - Charlene Fulton, CalPilots Director has assumed the role of Secretary. In this role Charlene will also be supporting

Corl, and expanding her responsibilities to include the interface to our chapters, and tracking organization progress toward our goals.

Board Advisory Council - In addition to the previous board changes, Senior VP Doug Rice and Director Jim MacKnight will assume roles as part of the Board Advisory Council.

The Board Advisory Council will become a great asset to the board providing temporary expertise to be used as/when required. Some of you may also be asked to serve on the board advisory council, so here's your chance to help out general aviation in our state.

See Presidents Corner Continued on page 9)



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

San Joaquin County Supervisors vote not to expand landfill

San Joaquin County Board of Supervisors voted not to allow a landfill to expand within the borders of the Stockton Metropolitan Airport during a meeting Tuesday afternoon. A service is required to view this article.

Forward Landfill, located off Austin Road, asked supervisors to override the airport's land-use permit established in 1993 and allow the landfill to expand by almost 200 acres and within 6,000 feet of the runway.

The proposal needed a 4/5 vote to pass. Only supervisors Carlos Villapudua and Larry Ruhstaller voted to approve the expansion, while Steve Bestolarides, Bob Elliot and Chairman Ken Vogle voted in opposition.

Bestolarides said that overriding the land-use permit could influence the airport's development planning already in progress.

"We're currently working on

an airport master plan," Bestolarides said during the meeting. "Any actions we take could have significant impact on the master plan. We have about \$50 million worth of potential investment in the airport and surrounding properties."

Expanding the landfill would have also extended the life of landfill, which is scheduled to close in 2021.

Following Tuesday's decision, Kevin Basso, general manager of Allied Waste, which operates the privately owned Forward, said the landfill "will have to look at what alternatives might be available to us." The board chambers were packed with interested on-lookers, many of whom gave their opinion on the expansion during the course of Tuesday's five-hour meeting.

Representatives from Stockton-based Campbell's Soup, the California League of Food Processors, Unilever, and Lodi-

based companies Tiger Lines Trucking and Pacific Coast Producers, said Forward Landfill is essential to their ability to operate. Without Forward, some warned supervisors their companies might have to relocating outside of the county.

"If we don't have a home for our (agricultural) waste, that's a show-stopper," said Ron Noack, a representative with Unilever. Representatives from other county agencies, including Clean San Joaquin, said approving the expansion would bring about numerous environmental concerns, as well as additional birds, a hazard for aircrafts arriving and departing the airport. Prior to Tuesday's meeting, supervisors received a letter from the Federal Aviation Association, which stated that expanding the landfill could jeopardize federal funding the Stockton airport receives.

Community Development Direc-

See Landfill (Continued on page 7)



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



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ACI Jet Center supports California Dreamin', California Pilots Associations Annual Meeting



Left to right
Jolie Lucas, Bill Borgsmiller, Mitch Latting
Region 3 Vice Presidents
Awarding Life Time Membership

" California Pilots Association is more than grateful to Bill Borgsmiller, ACI Vice President of FBO's Andrew Robillard and the entire ACI Jet Center staff for their extreme generosity and support of California Dreamin', California Pilots Associations Annual Meeting. "



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>

William Borgsmiller
President and CEO, Aviation Consultant, Inc. [ACI]

Bill Borgsmiller started his aviation career at the age of 12 by working part-time for a small 135 operation in Red Bluff, CA that flew Cessna 210s' in support of Forrest Service operations. Over the

next 6 years, Bill worked for and managed the small FBO at the Red Bluff Airport while working to obtain

his Commercial Pilot's License and A&P Certificate. After graduating High School, he attended Embry-Riddle Aeronautical University where he completed a Bachelor's Degree in Aeronautical Science and furthered his flight training with the addition of an ATP, CFI, CFII, MEI, and SES ratings. Upon completion of college, Mr. Borgsmiller moved to Redding, CA where he worked as a First Officer and Co-Captain for Sierra Pacific Industries aboard their King Air 200, Conquest II, and Hawker 1000.

In 1998, Bill founded Aviation Consultants, Inc. in San Luis Obispo, California. Like many small-business owners, Bill wore many hats. He was the founder, owner, pilot and mechanic for Aviation Consultants, Inc. which at that point had just one twin-

engine airplane that could hold up to four passengers.

Business soon took off, and a few years later Borgsmiller brought on a business partner, purchased a larger turbo-prop plane and a year after that, bought the company's first jet, It current fleet includes eight Citations, a Challenger and a Gulf Stream. ACI also charters out planes for private owners. Not only is Bill an exceptional pilot himself, he is extremely humble and he loves what he does. His team adores Bill as he is no longer a one man show. ACI employs 72 people and plans to expand.

Bill is known as a team player, both in business and in the community. ACI employees are involved in community service and the company often sponsors events, donating its hangar to charitable causes. Most of ACI's employees recently took a day out of the office to clean the downtown San Luis Obispo creek and to pick up trash in the city.

ACI's central California location - halfway between Los Angeles and San Francisco - has been one reason the company has seen such success. They can service from Northern California to Southern California and points in between. ACI does have competition from other private plane businesses along the West Coast,

but ACI has some capabilities that many of its peers do not, including that it is a fixed-based operator and has charter management services. Very few of Bill's competitors can do everything in-house, as does ACI.

Between running his growing business and taking the time to be involved in the community, Bill is lucky to have a family that understands how busy his is. Bill's wife can attest to the fact that he's not around very often. He usually spends time flying too. And when he's not flying, he's falling to unwind.....Bill loves to skydive.

California Pilots Association is more than grateful to Bill Borgsmiller, ACI Vice President of FBO's Andrew Robillard and the entire ACI Jet Center staff for their extreme generosity and support of California Dreamin', California Pilots Associations Annual Meeting. **We are delighted to have made William Borgsmiller, friend to California general aviation, a California Pilots Association Lifetime member. Thank you Bill.**

Redevelopment plan for Brown Field moves forward

(Continued from page 1) Brown Field

rooms; and a public transit station.

Construction and development of the Metropolitan Airpark project will occur on the north and south ends of the airport. The project is divided into four phases of development over a 20-year period, with each phase anticipated to take five years.

During the roughly one-hour public comment period on Monday, those who had issues with the project said they were concerned that the developer was not going to pay Facilities Benefit Assessment fees because of the way the contract was written. City attorney staff assured council the developer would be subject to developmental impact fees in this case.

Environmental concerns on vernal pool restoration and

local habitat preservation were also brought up by the public. The city staff report on the project shows the project meets the California Environmental Quality Act. The project includes a stipulation that a wetland buffer be maintained as appropriate to protect the functions and values of the wetlands.

Those in favor of the project -- including the Associated Builders and Contractors, Otay Mesa Chamber of Commerce, San Diego Building and Construction Trades Council, San Diego Regional Chamber of Commerce and the South County Economic Development Council -- cited both temporary and permanent jobs the project is slated to create.

According to a city staff report, Brown Field International Business Park LLC, says the project would create approximately 8,000 temporary jobs and 4,000



permanent jobs over the estimated 20-year build-out.

"I'm pleased that every member of the City Council shares my vision for economic development on Otay Mesa," Alvarez said. "This project is one more step toward making Otay Mesa the economic engine for good-paying jobs in San Diego throughout the 21st century."

In 2009, the council authorized the mayor to enter into an exclusive negotiation agreement with Brown Field International Business Park LLC to further discuss a development at Brown Field. The proposed Metropolitan Airpark project is a result of that agreement

"Construction and development of the Metropolitan Airpark project will occur on the north and south ends of the airport. The project is divided into four phases of development over a 20-year period, with

New Hangar Development at HWD

The first of two new buildings in a hangar development at Hayward Executive Airport (HWD) has opened. This building has 42' (wide) x 34' (deep) box hangar units. All units have electric bi-fold doors, three-phase 60 amp power, fire sprinklers, and internet access. The project, which is owned and operated by Hayward Hangars, LLC, has ample private parking and a private lavatory facility. A second building, which

will have both 50' (wide) x 40' (deep) and 50' x 50' box hangar units, is scheduled for completion by the end of the first quarter of 2014. The project is in a prime location at HWD, within walking distance of the airport office, the LaQuinta Inn, and restaurants. Units in each of the three categories are available for sale or lease. For more information, please visit the Hayward Hangars website

(www.haywardhangars.com) or call Jim Altschul at (888) 617-0300.

Jim is a member of California Pilots Association



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California Pilots Association 2013 Advocate Award Recipients

Joe Borzellerie is winner of California Pilots Association 2013 Advocate Award.



Left to right
Jolie Lucas, Joe Borzellerie,
Mitch Latting Region 3 Vice
Presidents

Joe Borzellerie's first job was as a fuel boy at Sutter County Airport when he was 12 years old.

By the time he was 16, he had bought his first plane and flew his first solo flight off the

Yuba City runway. Nearly three decades later, Joe houses his Piper Cub in one of the airport's hangars and squeezes in 70 hours of flight time a year.

Sutter County Airport was running into financial difficulties due to city budget

issues, and could have faced eventual closure. The last thing Joe wanted to see was the airport closing.

So, Borzellerie rallied a group of pilots, aircraft owners and friends of the airport to discuss how they might take over the financially failing airport and manage it as a nonprofit. Nearly 50 people filled one of the hangars to listen to the presentation and call to action.

"It's just a part of my life," Joe said. "This is my second home."

Out of the rallied folks, the non-profit organization was formed to manage the day-to-day operations of the airport.

Sutter County Airport is still a public general aviation airport, owned by Sutter County and leased to the nonprofit management group which is responsible for nearly all operations. The nonprofit sets hangar rates, mows grass, replaces runway lights, patrols fences and controls most other duties.

The idea is people who are closer to the operation can make the operation less expensive.

Joe is the perfect example of being an airport advocate. It is because of people like Joe, that California general aviation airports will survive for years to come.

Ken Hetge. is winner of California Pilots Association 2013 Advocate Award.

Ken's entire educational and professional experience had been in the field of aviation. In his early working years, Ken was a maintenance foreman on wide body jets. In his mid-employment years, Ken used his educational expertise to participate directly in negoti-

ating aircraft leasing contracts, having sold and leased aircraft to most of the world's international airlines. Ken has a thorough understanding of Federal regulations and FAA regulatory requirements. Ken semi-retired in 2006 and currently restores antique/vintage aircraft.

the FAA and anyone else that he could think of, to fight City Hall, Ken mounted a tireless and personally expensive campaign in an attempt to stop these unfriendly airport encroachments.

It takes people like Kenneth Hetge to speak up and speak out when our California general aviation airports are threatened with encroachments that could lead to flight restrictions and or/eventual closing of an airport.

From Tehachapi Airport, Ken is a stellar example of an airport advocate. As an aviator and general aviation business person, when Ken saw the future of his airport threatened by non-compatible development encroachments, Ken took immediate action.

Using local newspapers, Television, AOPA, CalPilots, Cal-Trans Aeronautical Division,



Left to right
Ken Hetge, Jolie Lucas, Mitch Latting Region
3 Vice Presidents

NOAA (Mostly) Ends Paper Nautical Chart Production

The office that creates over a thousand nautical charts turned some heads in aviation when it announced on Oct. 22 that the end will come for paper nautical charts on April 13 and thereafter nautical charts will only be available through various methods of electronic distribution and print on demand. In response to the announcement, Tyson Weihs, co-founder and CEO of ForeFlight, LLC, tweeted, "The future is electronic. NOAA to discontinue paper charts." And if what is happening to nautical charts is a glimpse into the future of aeronautical charts, that may be true. As recently as September the FAA said there are no plans to stop printing paper charts.

That doesn't mean changes won't come. Some already have.

The FAA announced the end of direct sales of paper charts on Oct. 1, after which paper charts could only be obtained from authorized sellers. According to AOPA, pilots could obtain paper charts from other sources at lower prices than was offered by the FAA. If nautical charts are the example, then at some date in the future, the government might follow the same path they have outlined for nautical charts — they will simply stop printing traditional paper aeronautical charts. According to the director of NOAA's Office of Coast Sur-

vey, "We know that changing chart formats and availability will be a difficult change for some mariners," but, he said, the office will continue to offer print on demand charts for users who prefer paper products. The office will also provide other versions for electronic charting systems.

Reprinted from the AVweb 10/28/13



"The FAA announced the end of direct sales of paper charts on Oct. 1, after which paper charts could only be obtained from authorized sellers."



Healdsburg flight school unanimously approved

The Healdsburg City Council on Monday unanimously approved a controversial application for a flight school at the municipal airport, despite the concerns of neighboring residents worried about increased noise, pollution and the possibility of aviation accidents.

"He isn't somebody who is going to let dangerous things happen over the skies of Healdsburg," Councilman Shaun McCaffrey said of the application by Robert Markword of Ram Aviation. "This isn't going to become Healdsburg International."

The council heard from approximately 30 speakers who were evenly divided over whether to approve or reject Markword's small flight school.

"The reality is we (will) have better control of this flight school than others that visit our airport," said Councilman Gary Plass, who noted student pilots for years have come from other airports to practice touch-and-go landings in Healdsburg.

Opponents argued the increased flights and noise will lessen the quality of life and adversely affect property values as well as tourism in Dry Creek Valley.

But pilots said rather than being a threat, a flight school can be helpful

by promoting safe operations and adherence to noise abatement procedures.

Student pilots said it is much easier for a beginning pilot to land and take off from an uncontrolled airport such as Healdsburg, as opposed to a controlled field like Santa Rosa.

Markword currently offers pilot ground school instruction and flight simulator training at the Healdsburg Airport off Lytton Springs Road but wants to add flight instruction and airplane rental to his business.

He plans to charter up to five planes and conduct up to 10 flights a day, with two operations per month at night, up to midnight.

The airport has been in existence since 1945. It was leased to the city in 1964 and known as the Norton Sky Ranch before the city bought it in 1979.

There currently are 55 aircraft at the airport and just under 13,000 operations a year.

An airport master plan approved in 2006 by the city estimated that would increase to 24,300

runway operations and more than 82 aircraft based at the airport by 2025.

The scenic airport with its half-mile-long runway was busier in previous decades with as many as 30,000 take-off and landings annually in the early 1990s. Pilots say fuel costs and other factors have reduced the number of flights.

During the 1980s, three flight schools operated at the airport at various times, but there is none now.

Healdsburg has accepted Federal Aviation Grant money — \$2.9 million — for operations and improvements at the airport. Therefore, city officials say they can't restrict the use of the airport for flights assuming all federal and state requirements are complied with by those using the airport.

Councilman Jim Wood said the reality is that because of federal aviation strings that come with accepting federal money, the city would face sanctions if it did not approve the school.

But opponents disagreed.

"The council has the authority to deny this application," said Lee Fitzgerald, a Lytton Springs Road resident. "It is not safe, or environmentally sound."

He said it violates the commitment the city made in the past not to allow flight schools

See Healdsburg Continued on page 11)



"He isn't somebody who is going to let dangerous things happen over the skies of Healdsburg," Councilman Shaun McCaffrey said of the application by Robert Markword of Ram Aviation. "This isn't going to become Healdsburg International."



A plane takes off from the Healdsburg Municipal Airport in July.



Stockton

(Continued from page 2) Landfill

"Basso said the landfill has spent tens of thousands of dollars in order to meet the state's environmental standards.

tor Kerry Sullivan also told supervisors that moving the landfill closer to the airport could result in a lawsuit from the FAA. Basso and others associated with Forward Landfill spoke in front of supervisors in attempts to minimize any potential hazards linked to the expansion. "What we do is not unique, and where we do it is not unique," Basso said to supervisors. Basso said the landfill has spent tens of thousands of dollars in order to meet the state's environmental standards. The landfill has also used falcons and pyrotechnics to reduce the number of seagulls feeding at the site from 3,000 when Forward acquired the landfill to zero today, according to Basso. Basso reminded supervisors

that the county makes \$2.6 million annually from the landfill, and if the landfill does expand, Forward would pay an additional \$1 million each year.

Bestolarides said the county is currently reviewing the airport's master plan and expanding the landfill could be addressed at a later date.

Contact reporter Kristopher Anderson at krisa@lodinews.com.



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The March ARB – A New GA Facility in Riverside County

What was once the March AFB filled with USAF bombers is now a joint reserve base with what is probably less than 20 home-based KC-135 tankers and C-17 airlift aircraft. The term "joint" also refers to the fact that the airfield, now referred to as the joint-use March Inland Port Airport, is also open to everyday civilian operations. The civilian authorization is not new in itself, but it is new in that there is now no requirement for having an approved "prior permission request" (the old PPR) to fly into the airfield. Now, according to director of operations Gary W. Gosliga, all one has to do is to call the control tower just as one would do if they were flying into Riverside Municipal Airport.

The airfield is, as of this date, ready to break ground on GA facilities that will make your visit a more pleasant one. An existing problem is that RIV does not have AVGAS available. That problem is expected to be resolved before the end of this winter. (An avgas bulk storage tank is part of a March Inland Port capital improvement as a

part of the GA Facilities Project. The construction of the new facilities will be complete in the summer/fall of 2014. So, with the changes that are happening, you will soon see RIV identified in our flight publications as being a "PUBLIC" airport. But you don't have to wait, you can fly into RIV today.

Gary Gosliga says that pilots should feel free to use March Inland Port (RIV) for business or leisure. If you've got questions about the ground handling, you can call the FBO - Freeman Holding of Riverside at (951) 247-2111 or send them an email (at lperez@rivfbo.com). For more airport development information contact MIPAA Airport Director Gary W. Gosliga at (951) 656-7000 or email him at Gosliga@marchjpa.com. A website has been set up at www.march.inlandport.ca.

Unfortunately, the airfield's GA operations is at the SE corner of the property and getting to the March Air Museum requires one to circumnavigate the military

base – a distance of something like 5 miles. But, having the airfield available makes the city of Moreno Valley very convenient, and if one was sweating the weather at Riverside Muni (RAL), the March (RIV) ARB is about 700' higher in elevation and weather (fog, cloud, and wind) can be different.

"The civilian authorization is not new in itself, but it is new in that there is now no requirement for having an approved "prior permission request" (the old PPR) to fly into the airfield. Now, according to director of operations Gary W. Gosliga, all one has to do is to call the control tower just as one would do if they were flying into Riverside Municipal Airport. "



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Or send by email: editor@calpilots.org or peter.albiez@calpilots.org

2013 CalPilots Annual Meeting - Huge Success!



"When in the area, CalPilots encourages a stop at the San Luis Jet Center for all of your aviation needs. They are the definition of a general aviation business partner and deserve our support."

(Continued from page 1 Meeting)

When in the area, CalPilots encourages a stop at the San Luis Jet Center for all of your aviation needs. They are the definition of a general aviation business partner and deserve our support.

San Luis Obispo area Central Coast Smokers provided exceptional food for Friday night's dinner, and Saturday's lunch. Friday night ended with entertainment from The San Luis Jazz Band headed up by CalPilots' own VP Region3 Mitch Latting.

As a special treat on Friday night the excellent local Tolosa Winery provided tasting.

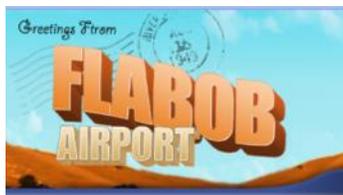
CalPilots Region 3 Co-VP's, and Friends of Oceano founders, Mitch Latting and Jolie Lucas did a magnificent job planning this biggest and most successful annual meeting and event in our history! We also want to acknowledge all of the local people whose set-up tear down help was so important in the meeting's success.

We have more surprises in mind for next year. We hope to see even more of you there.

By Ed Rosiak President



Flabob (RIR) Airport News



"Named by combining owners names Flavio Madariaga and Bob Bogen, the airport has a unique place in aviation culture and SoCal's 'Inland Empire'."

Have you flown into Flabob? You know, the airport near Riverside Municipal that has a small mountain at the east end. If you haven't, you've missed a bit of the old-time airport atmosphere that is offered up at that airport. Named by combining owners names Flavio Madariaga and Bob Bogen, the airport has a unique place in aviation culture and SoCal's "Inland Empire". For those that were watching, it was not that long ago that Tom Wathen saved the airport from becoming a part of the urban spread. Today we have an aviation high school on the field, a museum housing Tom Wathena's racing replicas is being set up, and the Wathen Center is running a Flabob Air Academy – a five-day academic program with hands-on activities for 12 to 17 year olds.

Of course, one of the more famous of Flabob's tenants is EAA Chapter 1. Ray Stits (who also designed and built a number of homebuilt experimental aircraft), founded this chapter. A major

institution at the field, they work with the Wathen Center with the young community and the Young Eagles program.

As for the airport itself, the Flabob Cafe recently went through a major renovation and is again open for business. Did you know that it is in a 70 year-old building? The building was moved from the Army's Camp Haan (next to March Air Reserve Base) when the camp was disestablished in 1947.

Also, the airport is looking at the possibility of acquiring up to 50 hangars from Rialto Airport. Most of these are expected to be housing tenants displaced by the closing of Rialto. Another casualty of the Rialto closing, and another new tenant at Flabob, will be the Civil Air Patrol's Billie L. Le Clair Cadet Squadron 31.

(Continued from page 2) Presidents corner

I will be assuming a role as Past President, which lasts for one year, and then will become a member of the Board Advisory Council.

I want to thank the board for their dedication and hard work. They are truly a devoted and talented group, and it has been an honor to serve with them and call them friends. Further, the membership, as well as the rest of the state pilot and aviation advocates, is very lucky to have them working on their behalf.

Finally, it has been an honor and a privilege to serve as your President. I have enjoyed meeting and working with many of you and I look forward to future dealings as we continue to work together to further general aviation in our state.

Lets continue the god work - see you around the airports.....



CALPILOTS MEMBERSHIP APPLICATION

All member information is confidential

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CALIFORNIA PILOT PAC

WHAT IS A PILOT PAC?

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



WHY DO WE NEED A PILOT PAC?

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

(Continued from page 6) Healdsburg

at the airport.

In approving a runway expansion in 1991, the city acknowledges it imposed a condition prohibiting flight schools at the Healdsburg Municipal airport. But city officials said the 2006 airport master plan eliminated the restriction.

Opponents worried that if one flight school comes in, it will expand or others will follow.

"You let one in, it will be the camel's nose under the tent," said Healdsburg resident Ron Duff.

But Gary Medvige, a Sonoma County judge and civil air patrol pilot, said "our nation was built on aviation,

like our trains moving west."

He said the airport has been there more than 60 years and people who don't like it shouldn't live near it.

"I can't imagine in the time and era we're in now you would stifle a small businessman. Pilots are good people," he told the council. Walter Maack, a Healdsburg physician who lives next to the airport, raised concerns about lead in aviation gas, what he said is an insidious chemical.

"There no safe level no safe threshold at what you can have in the body," he said.

He also raised the specter of more crashes. "I imagine student pilots make more errors than seasoned pilots," he said. "Take and off and landings are when more accidents happen."

Vern Simmons of Burgundy Road

said the economic benefit of the small flight school doesn't seem to be worth the aggravation it will bring.

"The pain to the neighbors and the larger community aren't worth the gain," he said.

But the council seemed persuaded in part by the votes of confidence from pilots and others who spoke about Markword.

"If I thought for a second Rob's proposal would generate a lot of noise or big safety issue I would not be before you tonight," said Steve Price, a pilot who vouched for Markword's professionalism and conscientiousness.

By CLARK MASON
THE PRESS DEMOCRAT
October 7, 2013, 6:00 AM

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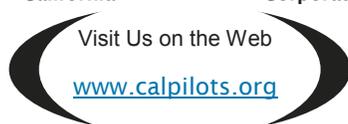
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