

July/August 2013

## Serving Pilots Of California With Pride

### Santa Monica Airport To Impose More Fees

Residents in the urban neighborhoods that surround busy Santa Monica Airport in southern California have complained about operations there for years, citing noise, air pollution, and the danger from plane crashes, and now the city has approved new landing fees that not only more than double the fees for transient flyers, but also now apply to airport tenants, including flight schools. "Our students will go from not paying for a landing to paying

about \$12 for each landing in a Cessna 172," said Jay Elder, executive vice president of the American Flyers flight school. The fee increase would add "hundreds of dollars" to each pilot's training, he said. Transient pilots will avoid the airport because of the fee, he added, reducing traffic at the school's pilot shop. If pilots don't visit the shop, they won't learn about instrument-training courses, "and it hurts the

whole airport," Elder said. About a half dozen flight schools operate from the airport. Activists and politicians from the nearby neighborhoods, in Santa Monica and Los Angeles, have said for [years](#) they'd like to see the airport closed down. The new landing fee of \$5.48 per 1,000 pounds was approved by the Santa Monica City Council on April 30,

*See SMO Continued on page 7)*

### FAA Cool On More Helicopter Regs In L.A.

The FAA says cooperation, not regulation, is the answer to quelling complaints about helicopter operations throughout the Los Angeles basin. The agency [released a report](#) that rejected proposals to channel helicopter traffic into defined routes to address noise and the perception of dangerous operations. There are dozens of helicopter tour operators and news outlets whose aircraft have been the object

of complaints for decades but the FAA report says trying to regulate those activities beyond what the FARs already dictate would be next to impossible given the huge numbers of aircraft operations in general in the region. It says, instead, that helicopter operators should adopt voluntary good neighbor policies, something politicians who've been fighting for increased regulation dismiss. "Voluntary measures in the past have provided little relief for

residents, and I am skeptical that without a determined effort to oversee them by the FAA that they will do so now," Rep. Adam Schiff, D-Burbank, who has led the call for regulation, [told the L.A. Times](#). The report says voluntary measures targeting notorious trouble spots, including attractions like the Hollywood sign and Hollywood bowl, should be considered and local helicopter operators say they're not opposed to looking at that. "No

*See Helicopters Continued on page 7)*

#### Inside this issue:

Presidents Corner	2
CalPilots at the Golden West Regional Fly In & Airshow	2
CalPilots Presents Aviation in the Afternoon with Congressman Tom McClintock (CA-4)	3
'Dedicated funding' urged for contract towers in FY 2014	3
SOUTH COUNTY AIRPORT PILOTS ASSOCIATION (SCAPA) AWARDS	4
California Dreamin'	5
CalPilots Annual Meeting California Dreamin' October 18-19, 2013	6
Things To Do In The Monterey Airport Area	8
FAA Seeks New GA Fuel Proposals	9
Feds Say: 'Pilots Have No Rights'	9
CalPilots Board Contact List	10
CalPilots PAC	11

## CALPILOTS

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[www.calpilots.org](http://www.calpilots.org)

## Presidents Corner by Ed Rosiak

### What Have You Done for GA Lately?

I had reason to visit the AOPA Forum recently as a result of CalPilot's Region 1 VP Corl Leach's response to a forum discussion. From my perspective, Internet Forums are both good and bad news.

On one hand they are good because they can uncover unknown issues and provide an opportunity to resolve the issue by assisting in the form of participation or exchanging ideas.

The forum concern for me, are the negative and/or doomsday like responses, which was the case here. There were also the predictable "what is AOPA doing about it" type responses, i.e., after all, I pay my annual membership fee don't I?

That was the reason that Corl responded. He took the time to point out the obvious. While it

does a lot, AOPA cannot do everything. Suggesting that the various forum users looking for someone else to resolve the issues actually take on some of the local work themselves. I'll second that notion.

All this brings us to CalPilots' Three Tiered Airport Defense strategy. Simply put, there are three levels, or tiers, of protection for GA airports – Local, Statewide, and National. How does it work, it's simple really.

**Local** - Each GA airport should have it's own aviation association and every local airport user should belong to it, including airport businesses.

**Statewide** - Each state should have a GA Airport advocacy organization and every state aviator and aviation business should belong to it.

**National** - Every aviator and aviation business in the United States should belong to at least

one of the National Aviation organizations.

Why should you join? Simply said, pilot numbers are in decline, meaning we all need to do something to help, because it now takes more to be heard at local, statewide and national levels.

Who better than local aviators to understand their airport issues and concerns? Statewide organizations provide the next level of expertise and understand the commonality of state aviation issues, often caused by the state's politicians and other elected officials. The National organizations are brought in to provide expertise "as required" but more importantly have to oversee Washington since we now all understand that general aviation is not high on their priority list.

Do you belong to all three tiers, if not, why not? Everyone can do something –everyone. Worse case

*See Presidents Corner Continued on page 11)*



***"On one hand they are good because they can uncover unknown issues and provide an opportunity to resolve the issue by assisting in the form of participation or exchanging ideas."***



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## CalPilots at the Golden West Regional Fly In & Airshow



CalPilots Region 3 Vice Presidents Mitch Latting (left) and Jolie Lucas (right) share their love of general aviation airports while tending the CalPilots booth at the Golden West Regional Fly In at the Yuba County Airport [MYV] on June 8,



Gene Kemper, president of the North Valley Aviation Association (CalPilots Chapter) models the NVAA t-shirt for CalPilots Communications Director Larry Chapman while participating in the Golden West Regional Fly In at the Yuba County Airport [MYV] on June 8, 2013.

## CalPilots Presents Aviation in the Afternoon with Congressman Tom McClintock (CA-4)



Left to right: Laurie McClintock, Congressman Tom McClintock, Modoc County Supervisor Geri Byrne, McClintock Chief of Staff Igor Birman and Alturas Mayor John Dedrick

Aviation has had more than its share of visibility in the halls of Congress the past few years. From the first salvo demonizing the use of corporate aircraft to carry CEOs of the Big 3 automakers to Washington DC, to the more recent "sequestration" impacts on Government agency budgets most of the stories centered on efforts to impose legislation and rules that weren't very friendly to fliers.

The California Pilots Association secured the opportunity for aviation professionals and enthusiasts to personally hear from Congressman Tom McClintock. One of only 12 California Representatives that participate in the House General Aviation Caucus, Congress-

man McClintock has set aside time to discuss the facts of current and pending aviation legislation as well as provide a glimpse into the mindset driving future legislative policies. (This is an aviation-centric event. Only a brief time period is available and the conversation will be intentionally focused. If there are specific topics you're interested in having the Congressman address, please send them to [corl.leach@calpilots.org](mailto:corl.leach@calpilots.org).) Although Congressman McClintock represents the 4th District, this event is open to aviators that reside anywhere. Not sure if you live in the 4th District? Visit this website to view all of

California's election districts: <http://wedrawthelines.ca.gov/maps-final-drafts.html>

We had to "hold the presses" for confirmation of this date with the Congressman so the exact time and location were still pending when the Airport Advocate was published. However, the event will run from 1:00 pm to 4:00 pm at a site on the east side of Sacramento within the Roseville - Rancho Cordova - Folsom triangle (generally inside the 4th District). Once the facility is confirmed we'll post the information on the CalPilots.org website. Additionally, aviators who are registered to receive event notifications through "FAASafety.gov" will be alerted.

### 'Dedicated funding' urged for contract towers in FY 2014

With the 149 federal contract control towers that faced shutdowns under the FAA's implementation of the federal budget sequester spared by Congress until the fiscal year ends on Sept. 30, AOPA and other aviation organizations are working to secure the program's funding in Fiscal Year 2014.

In a letter to leaders of the House and Senate full Appropriations committees and transportation appropriations subcommittees, the aviation groups called for Congress to provide \$150 million in dedicated funding for contract towers in the Department of Transportation's fiscal 2014 bill for FAA spending.

If sequestration returns in Fiscal Year 2014, the contract tower program should be spared the "disproportionate" cuts for which it was targeted in the current budget year, they said.

The aviation groups advocated for the contract tower program in letters to Senate Appropriations Committee Chairwoman Barbara Mikulski (D-Md.), Vice Chairman Richard Shelby (R-Ala.), and Sens. Patty Murray (D-Wash.) and Susan Collins (R-Maine). Murray chairs the

Appropriations Committee's subcommittee on transportation, housing and urban development and related agencies; Collins is the subcommittee's ranking member.

The aviation groups also made the case for contract towers in letters to House Appropriations Committee Chairman Harold Rogers (R-Ky.), Ranking Member Nita Lowey (D-N.Y.), and Reps. Tom Latham (R-Iowa) and Ed Pastor (D-Ariz.), chairman and ranking member of the subcommittee on transportation, housing and urban development, and related agencies.

The 251 towers currently in the contract tower program "handle approximately 28 percent of all air traffic control tower (ATCT) aircraft operations in the U.S. but account for just 14 percent of FAA's overall budget allotted to total ATCT tower operations," they wrote. The program, often cited for its safety benefits, enjoyed "strong bipartisan support" during this spring's budget clashes and the resulting sequestration, they said.

AOPA reported May 10 that the

FAA scrapped its plan to close the 149 targeted contract towers after Congress gave the agency the flexibility to move \$253 million in unobligated funds from the Airport Improvement Program to the operations account. Without that action, the towers were scheduled to close—despite several lawsuits—on June 15, a date set after the FAA abandoned an earlier plan for phased closings in April and May.

Announcement of the temporary reprieve for the contract towers was not immediately forthcoming after the budgeting flexibility was given to the agency, however. The FAA at first announced that it would recall furloughed ATC staffers, but remained mum for a time on plans for the towers.

Echoes of that uncertainty, which sparked an outcry in the aviation community, were evident in the new letters' appeal for equitable treatment of the program in the coming fiscal year.

*See Towers (Continued on page 7)*



**"The 251 towers currently in the contract tower program handle approximately 28 percent of all air traffic control tower (ATCT) aircraft operations in the U.S."**

#### AVIATION eBRIEF™

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

The South County Airport Pilots Association (SCAPA) awarded three \$1000 scholarships to three local students pursuing careers in aviation.

The winning candidates included **Antoinette Amaral** who is a junior at San Jose State University working on her degree in Aviation Operations. She earned her private license while still in high school and will use her scholarship money to finish her instrument rating at Reid Hillview Airport in San Jose. Antoinette looks forward to earning her Airline Transport Pilot rating, becoming a professional pilot and helping to expand opportunities for other women in Aviation.

Scholarship recipient **James Crawford** is a senior at San Jose State finishing his studies in aviation operations. He works at Rabbitt Aviation at San Carlos airport providing fuel services for the pilots and airplanes. Having

already earned his private pilot's license, his scholarship money will go towards the cost of working on his instrument rating. James' ambition is to fly for Virgin Atlantic Airlines.

Scholarship recipient **Bryan Krough** attends Gavilan College in the aircraft maintenance program working toward his Airframe and Powerplant Certificate. Bryan is a veteran having served in the U.S. Navy where he worked on F-18 fighter jets. He also worked on the Zeppelin of Airship Ventures before the company went out of business last year. His goal is to be an aviation professional in the maintenance and engineering fields.

The three winners were selected by the board members of SCAPA. They based their selection of the winners from applicants who demonstrated motivation, achievement and financial need toward their future in aviation. Candidates of any age currently in a flight training program or an avi-

ation maintenance program in the South County, Morgan Hill and San Jose areas were encouraged to apply.

SCAPA Awards Three \$1000 Scholarships

2-2-2-2

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

"We are very pleased to provide scholarships to these three deserving individuals," said SCAPA president Jim Peterson. "Their futures in aviation look very bright and SCAPA can be proud to play a small role in helping them reach their sky high goals."

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.

By Julie Belanger

[www.southcountypilots.org](http://www.southcountypilots.org)

**A California Pilots Association Chapter**

***"South County Airport Pilots Association (SCAPA) awarded three \$1000 scholarships to three local students pursuing careers in aviation. "***

### ***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.

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### **SCAPA Board and Scholarship Recipients**

Standing L-R: Pat Belanger, Mark Van Wyk, Bette Gardner, Bryan Krough, Antoinette Amaral, James Crawford, Mike Brogley,

Kneeling L-R: Gene Kindred, Paul Marshall, Jim Petersen, Rod Pharis.

# California Pilots Association

presents...

# CALIFORNIA

# DREAMIN'

OCTOBER 18-19

SAN LUIS JET CENTER  
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**Friday Night:** Meet and Greet, Wine Tasting, Balloon Glow, Stearman Rides, Speakers: aviation advocate **Jamie Beckett**, **Judy Phelps**, CFI of the Year, Beach Burger Fry & Dance under the stars to **San Luis Jazz Band**.

**Saturday:** CalPilots Annual Meeting, AOPAs **Bill Dunn**, **John Kounis** Pilot Getaways Magazine, aviation humorist and educator **Rod Machado**. Silent Auction, & BBQ lunch.

Hotel/rental car reservations via San Luis Jet Center.

**Registration:** [CalPilots.Org](http://CalPilots.Org)

# California Dreamin' on such a winter's day!

Well, it won't quite be winter in sunny California in October, as fall is one of the most beautiful weather times of the year on the Central Coast.



## Friday Night

Festivities begin at 5:30, Friday afternoon at **San Luis Jet Center** with a \$15 Burger Fry and Dance by **Central Coast Smokers** and The San Luis Jazz Band. You will be educated and entertained by our Friday night speakers, **Jamie Beckett** and **Judy Phelps**. As the sun sets in the West, just off the end of runway 29, enjoy a unique evening balloon glow from **Shane Wallace**. Taste some great wine varieties from **Tolosa Winery** [\$5]. Later, listen and dance if you wish, to **The San Luis Jazz Band**. We play a tremendous variety of music, sure to entertain everyone!

## Saturday

Saturday morning YOU are invited to our California Pilots Association public meeting. Our own CalPilots President, **Ed Rosiak**, heads this presentation up. Ed, and board members, will offer an overview on California Pilots Association airport and aviation advocacy throughout California. Immediately after Ed, **Mike Jesch** from Fullerton Airport Pilots Association [FAPA] will take a few moments to inform you how he and fellow airport advocates, revitalized the previously dormant association into a thriving and influential group of passionate aviators at Fullerton.

Next up will be **John Kounis** from Pilot Getaways Magazine. Pilot Getaways Magazine is the bimonthly travel magazine for pilots and their families. The magazine focuses on having fun with your airplane at destinations from backcountry strips to exclusive fly-in resorts.

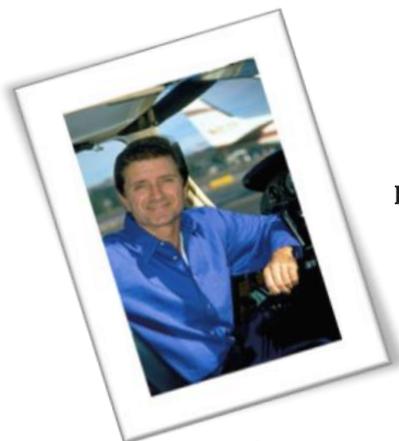
Our next presenter is AOPA's Vice-President of Airport Advocacy **Bill Dunn**. Bill is one of our most knowledgeable, treasured and persuasive general aviation airport advocates known to mankind! Jolie and I are proud to work with Bill on efforts here at Oceano Airport, as well as other airport issues within Region 3.

Lunchtime: **Central Coast Smokers** will be offering a yummy Santa Maria Style BBQ lunch for \$10. The raffle and silent auction will take place at 1:00 p.m.

Ok, sit down now because we're starting off the afternoon with **Jamie Beckett!** Jamie is well known for his thought provoking, positive thinking and forward looking attitude on promoting and protecting general aviation.

Keynote Speaker: Aviation Humorist, Educator and Writer

Rod Machado



**Rod Machado** is on a mission to keep the **FUN** in aviation education.

Rod has degrees in Psychology and Aviation Science with an ATP and all fixed wing flight instructor ratings. His 10,000 hours of flying were earned the **HARD WAY** -- ONE flight instructor hour at a time.

Register now on our web site: [www.Calpilots.Org](http://www.Calpilots.Org)

A complimentary concierge for Hotel and car rental reservations is provided by The San Luis Jet Center 805-782-9722

Look forward to seeing everyone at KSBP in October, Jolie and Mitch Region 3 VPs

## FAA Cool On More Helicopter Regs In L.A

(Continued from page 1) SMO

**"AOPA is disputing the plan, and has asked the airport operators to produce more financial data to support their expressed need for more revenue."**

and is due to take effect Aug. 1. AOPA said it is "strongly opposed" to the changes. AOPA is disputing the plan, and has asked the airport operators to produce more financial data to support their expressed need for more revenue. Reprinted from the AVweb 6-17-13

(Continued from page 1) Helicopters

one in the helicopter community has said there's no noise problem," Larry Welk, president of the Professional Helicopter Pilots Association, told the Times. "Contrary to the public's perception, we are not a bunch of cowboys with utter disregard for those on the ground." The report also recommends setting up a streamlined system to handle citizen complaints and ensure they are heard by the parties involved, a move supported by various neighborhood associations who have been calling for action on the issue. "We have complex airspace and no one

know this better than the FAA," Bob Anderson, chairman of the Sherman Oaks Homeowners Association, told the Times. "There's definitely someplace for voluntary measures, but I also think there is a need for FAA regulation."

(Continued from page 3) Towers

"The bottom line is that, absent this highly successful federal program, many local communities and smaller airports would not receive the significant safety benefits of ATC services," the letters said.

By Dan Namowitz

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## Things To Do In The Monterey Airport Area



August 16 Rolex Monterey Motorsports Reunion  
<http://www.mazdaraceway.com/rolex-monterey-motorsports-reunion>

Ever feel like getting away to one of the most beautiful places on the West Coast? Try Monterey, even if only for lunch at the Golden Tee Restaurant in the comfortable Terminal building. It's a fun place to go for a weekend as Monterey has something going on just about any weekend during the summer. Fly in; tie down your aircraft and go. Rental cars are available.

July 13-27 Carmel Bach Festival  
<http://www.bachfestival.org/festival.htm>

July 18-21 California Rodeo Salinas  
<http://www.carodeo.com>

July 19-21 Red Bull Grand Prix Laguna Seca  
<http://www.mazdaraceway.com/red-bull-us-grand-prix>

July 24-28 Feast of Lanterns  
<http://www.feast-of-lanterns.org/>

August 9-11 Monterey Bay Reggae Fest  
<http://www.mbayreggaefest.net/>

August 28-September 2 Monterey County Fair  
<http://www.montereycountyfair.com>

September 21-22 California International Air Show - Salinas  
<http://www.salinairshow.com>

The California International Air Show is always a good one. Don't miss it. Mark your calendar. More information will follow in the next issue of the CPA newsletter.

For those living on the Monterey Peninsula or nearby, remember MRY has direct non-stop flights to Denver, Los Angeles, San Francisco and San Diego. And, if you like the Gambler flights, Allegiant Travel will fly you to Reno or Laughlin. For more information visit [www.gamblersexpress.com](http://www.gamblersexpress.com)



on travel packages, trips and services offered. For booking call 1-800-989-3389 or e-mail [in-fo@gamblersexpress.com](mailto:info@gamblersexpress.com). Monterey also has FREE Wi-Fi throughout the entire terminal for you to stay connected to family and friends. And, MRY has FREE luggage carts. They can be found in the Baggage Claim area and Long Term Parking lot.

Is your plane out of the weather? MRY has hangars available. Need to store your RV? MRY has RV storage spaces available, too. For more information call Myrna Guerrero at 831-648-7000 ext. 224 or e-mail at: [mguerre-ro@montereyairport.com](mailto:mguerre-ro@montereyairport.com). Tell her you saw it in the California Pilots Association newsletter.

By: Rosemarie Schoening  
California Pilots Association  
Monterey Airport Rep.

**"It's a fun place to go for a weekend as Monterey has something going on just about any weekend during the summer.. "**

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Or send by email: [editor@calpilots.org](mailto:editor@calpilots.org) or [peter.albiez@calpilot.org](mailto:peter.albiez@calpilot.org)

# FAA Seeks New GA Fuel Proposals



**"We need to work with industry to develop an unleaded fuel that advances aviation safety and improves the environment." "**



The FAA on 9/10/13 asked the world's fuel producers to submit proposals for new fuels that could replace 100LL in the general aviation fleet by 2018, a move that GA advocacy groups greeted with enthusiasm. The FAA said it will assess each of the candidate fuels, taking into account production and distribution infrastructure, impact on the environment, toxicology, and economic considerations. "General aviation is vital to the U.S. economy," said Transportation Secretary Ray LaHood. "We need to work with industry to develop an unleaded fuel that advances aviation

safety and improves the environment." The General Aviation Avgas Coalition described the move as a "significant step" in the search for an unleaded aviation gasoline that will perform adequately in all types of general aviation aircraft. The FAA is asking fuel producers to submit data by July 1, 2014, for evaluation. By Sept. 1, 2014, the FAA will select up to 10 suppliers to participate in laboratory testing. One or two fuels will then be chosen for engine and aircraft testing. That testing will generate standardized qualification and certification data for candidate fuels, along with performance da-

ta. Over the next five years, the FAA will ask fuel producers to submit 100 gallons of fuel for phase one testing and 10,000 gallons of fuel for phase two testing. "The FAA knows the general aviation community and the Environmental Protection Agency are focused on this issue," said FAA Administrator Michael Huerta. "We look forward to collaborating with fuel producers to make an unleaded avgas available for the general aviation fleet." The FAA noted that it has tested 279 fuel formulations already, and a "drop-in" solution to replace 100LL "may not be technically feasible." The

*See Avgas (Continued on page 11)*

## Feds Say: 'Pilots Have No Rights'



**"As part of the program, our source told us, suspicious airplanes are targeted by law enforcement and tracked through the Aviation Marine Operations Center (AMOC), which can follow both VFR and IFR aircraft. The aircraft are also secretly followed by a DHS aircraft, usually a Cessna Citation, until it arrives at its**

*Flying* has obtained information from a law enforcement source about the [federal program that detains pilots](#) upon their arrival at their destination airports and searches their airplanes. Training for the program was conducted via an "aviation drug interdiction" class sponsored by HIDTA (High Intensity Drug Trafficking Area), a government organization that is a conglomerate of federal, state and local law enforcement agencies to fight, as the name implies, drug traffic.

In an email and in further telephone conversations, our source, who is knowledgeable about aviation matters, detailed the training he had received in 2009 in preparation for him to participate in the HIDTA program. He has asked to remain anonymous but has identified himself to *Flying*.

He told us that the training was taught by two agents, one from the Department of Homeland Security (DHS) and the other from Customs and Border Protection (CBP), which is part of DHS.

As part of the program, our source told us, suspicious airplanes are targeted by law enforcement and tracked through the Aviation Marine Operations Center (AMOC), which can follow both VFR and IFR aircraft. The aircraft are also secretly followed by a DHS aircraft, usually a Cessna Citation, until it arrives at its destination.

According to a number of first-hand reports published by *The Atlantic* and in AOPA's *eBrief*, after they land at their destination the pilots of those airplanes are approached often at gunpoint and usually by local law enforcement, who detain them until the Citation lands and federal agents arrive on scene. They are then ramp checked and they have their airplanes searched.

Our source told us that the ramp check was just a ploy to search the airplane and that the real target of the search was drugs, though even that, he said, could be used as a pretense for apprehending other potential criminals. The federal agents teaching the

class he attended did not specify what other kind of "target" they might find, he said.

He also told us that during the training he was taught that the pilots were to be treated as though they had no right to refuse the search. "What they taught law enforcement officers and agents was that all aircraft can be detained since they all fall under the . . . authority of the FAA." He continued that, "this in effect gives them complete search authority of any aircraft."

The agents teaching the course admitted during instruction that the stops had a very low rate of success in finding drug traffickers. Our source said one agent admitted that the stops involved "a lot of empty work but when you get a bite, it's a big bite."

Neither Homeland Security nor Customs and Border Protection have responded to *Flying's* requests to confirm the account or to provide further details of the program.

By Robert Goyer / Published: Jun 13, 2013  
Reprinted from  
Flying Magazine & Aviation eBrief

AVIATION eBRIEF

FLYING



# 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**



## FEDERAL AND STATE CONTACTS

### President Barack Obama

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### Other California Congressmen

<http://www.house.gov/house/MemberWWW.by.State.shtml#ca>

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### For Cal Senate and Assembly contacts

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

(Continued from page 2) President's corner

you can open that check-book and join all three orgs to show your financial support and to help general aviation.

Or, you can depend on others as many have in the past and one day find yourself without somewhere to land. What's it going to be? I recommend spending a little more, and doing a little more, so your flying passion can survive. Read more about it on CalPilots web site [www.calpilots.org](http://www.calpilots.org) under FAQ's.

(Continued from page 9) Avgas

FAA said it will work with the GA industry to develop and deploy a new avgas "with the least impact on the existing piston-engine aircraft fleet."

On behalf of the GA Avgas Coalition, NBAA Chief Operating Officer Steve Brown said, "The general aviation community supports a deliberative, science-based exploration of aviation-fuel alternatives to 100 low-lead gasoline that focuses on preserving the safety, cost-effectiveness and feasibility of use for substitute fuel, among other considerations. We welcome the FAA's announcement, because we believe it is an appropriate next step in the conduct of

an informed exploration for an aviation-fuel alternative to the avgas currently in use today." Other groups working in the coalition are AOPA, EAA, GAMA, NATA, and the American Petroleum Institute. The FAA's request for proposals is [posted online](#). More information on the FAA's avgas-replacement initiative is [posted here](#). The Avgas Coalition response is posted at the websites of each of the member GA groups. There are about 167,000 aircraft in the U.S. and a total of 230,000 worldwide that rely on 100LL for safe operation, according to the FAA. *AVweb* reviewed several alternative fuels in the works early this year; [click here for that story](#).

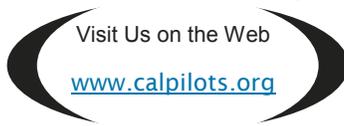


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