



May/June 2015

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## Lake Balboa residents angry over increased propeller noise near Van Nuys Airport

For Craig Welzbacher and his neighbors, the racket begins south of Van Nuys Airport then rumbles in like an air attack from 12 o'clock high.

For the past 18 months, they say flight instructors and their new pilots have defied a long-standing tradition of flying propeller-driven aircraft over the uninhabited Sepulveda Basin before swinging back to the airport for touch-and-go practice landings. This has resulted, they say, in fleets of pilots making early turns above their Lake Balboa homes, often blasting them with excruciating propeller and internal-combustion engine noise.

"It's equivalent to a Harley-Davidson driving around your house every four to five minutes," said Welzbacher, 44, who lives with his wife, Heather, a mile southeast of the airport. "We're pulling our hair out. You can't have a conversation on the phone in your backyard." Since January 2014, he and scores of homeowners have complained about the increasing propeller-driven aircraft noise. They've appealed to a Van Nuys Airport

advisory group and voiced their anguish to airport, city, congressional and federal aviation officials. But despite their pleas — and apparent Van Nuys Airport attempts to reach out to area flight schools to rein in the racket — they say the daily din from early airplane turns continues, recorded on video, audio, in photographs and on [Web-based flight tracking systems](#).

*See VNY (Continued on page 6)*

## Santa Monica changes airport leases, makes way for park

Supporters, opponents pack council meeting  
March 26, 2015

At a contentious meeting March 24, the Santa Monica City Council voted unanimously to change lease terms for some tenants at [Santa Monica Municipal Airport \(SMO\)](#) and convert segments of airport property to park land.

More than 100 people signed up to speak at the meeting, which turned into a five-hour marathon with many attendees being forced to watch from outside the crowded council chambers.

The council adopted a series of recommendations from the city attorney that include the following:

- Continued planning and legal work that will enable the city to determine the future of the airport, including the closure of all or part of the airport;
- Reducing the adverse impacts of airport operations;
- Promoting airport self-sufficiency with increases to rates and charges;
- Reducing and eliminating aviation uses of land released from aviation use;

- Continuing to receive community recommendations on all aspects of airport operations and use of land now occupied by the airport.

The council determined that some tenants, including Atlantic Aviation and the Museum of Flying, will receive three-year leases with one-year extensions at the discretion of the council. Other leaseholders, including Krueger Aviation and American Flyers, will be switched to month-to-month leases. About

*See SMO (Continued on page 9)*

## CALPILOTS

- Supporting and Serving Aviation Statewide
- We are a non-profit public mutual 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 Corl Leach

## Volunteer Vacancies and Opportunities

Just before closing up the CalPilots display at the California Aviation Day, an individual came to me with a concern. He discussed a situation in which a privately owned, public use airport was facing a threat of closure because someone had built a fly fishing attraction next door and believed the airplanes flying nearby were causing harm to their business. (Yes, the scenario sounds incredulous -- airplane disturbing fish? -- but the threat is real!)

He then asked simply if CalPilots could help with the airport's defense. My answer was both honest and revealing. "Yes," I said. "CalPilots can help, but how deeply we can get involved will depend on the time our volunteers have available."

CalPilots exists for the purpose of "Protecting, Preserving, and Promoting California's General Aviation Community and Airports." As an all-volunteer organization, this means, on its most basic level, that a dedicated corps holds the belief that it is worth donating a portion of their life to assure GA thrives.

Today's easy and rapid email eliminates many of the obstacles that limited demands for CalPilots assistance. Without needing envelopes and stamps, a request for help can be composed quickly and delivered to CalPilots leaders instantly. The result is predictable: far more requests are received now than there are people and time to address them. There are only two solutions (and you already know what they are, right?).

When I talk to people during my travel around the state, the most common response to my asking for their getting involved is, "I'd like to, but I don't know anything about \_\_\_\_." I am here to assure you that you don't need to know anything about "\_\_\_\_" to be a volunteer. As CalPilots President, my primary task is to assure those who serve on behalf of the GA Community are provided the tools to do the job. I'm Exhibit A of starting from ground zero. Those who led when I started showed me the ropes. You can learn, too!

Today we're encouraging volunteers in several administrative positions. By expanding the staff roles to remove many of the important but routine tasks from the Directors and Officers who must now perform them. Freeing up time for these individuals to assess and respond to airport threats instead of mailing membership cards is a logical step in efficiency. But, it requires your willingness to help. Contact me to discuss how you can help.

Note: See the listing of Volunteer Vacancies elsewhere in this newsletter.

## CalPilots Staff Volunteer Vacancies

If you would like to assist in any of the following positions, please contact the CalPilots President for further information. A one-year commitment is encouraged though other term lengths will be considered to accommodate your needs.

- Chapter Administrator -- facilitate communications with and monitor the regulatory compliance of organizations participating in CalPilots' IRS 501(c)3 Group Exemption.
- Administrative Assistant -- process membership applications, prepare monthly membership reports, receive and direct incoming communications to appropriate personnel. Respond to routine inquiries.
- Legislative Affairs Assistant -- monitors ongoing legislative actions within the State Assembly and Senate to identify bills and rulemaking that may impact General Aviation.
- Region Vice President. Primary contact for CalPilots members in a geographic region of the state. Serves on the Board of Directors. Positions available in Regions 1 and 4.



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*"CalPilots is a 100% volunteer entity, an organization that has achieved a remarkable number of accomplishments even while functioning in the "spare time" segment of its leadership."*



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# The Hayward Air Rally is celebrating its 51st anniversary

**"Over the 50 year history of the Hayward Air Rally, originally known as the Hayward-Las Vegas Air Race, the event has been a single day of flying and competition."**

The Hayward Air Rally is celebrating its 51st anniversary in 2015 with a one day Air Rally to Bend Oregon.

Over the 50 year history of the Hayward Air Rally, originally known as the Hayward-Las Vegas Air Race, the event has been a single day of flying and competition. The exception was the 2014 50th anniversary flight to Oshkosh, which took three days. The Hayward Air Rally gives aviators a chance to test their flight planning, navigational skills, pilotage skills and to have a fun day flying. The Hayward Air Rally is a 500-mile VFR cross-country challenge that is flown in two legs. This year the ultimate destination is Bend, Oregon. The two legs are HWD (Hayward, Ca) to RDD (Redding, Ca) and then RDD (Redding, Ca) to BDN (Bend, Or). The Hayward Air Rally It is NOT a speed event or a race. Scoring is determined by fuel management, time management and navigational skills. This year's Hayward Air Rally will be held on 11 June through 13 June 2015. All types of aircraft types are accepted including Light Sport Aircraft.

Come join us for a fun weekend. See our website for more information. <http://www.hwdairrally.org/index.shtml> or email us at [info@hwdairrally.org](mailto:info@hwdairrally.org)



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The heads of all seven unions representing FAA employees have jointly condemned Congress's exploration of privatization of the air traffic operation, saying what's needed is reliable funding for the agency. "On behalf of the thousands of Federal Aviation Administration (FAA) employees represented by our organizations, we are writing to express our viewpoint regarding recent discussions related to reform of the FAA, specifically the opinions brought forth at the March 24, 2015, House Aviation Subcommittee hearing titled 'Options for FAA Air Traffic Control Reform,'" said a jointly-issued letter quoted by Air Traffic Management News. "As representatives of FAA employees, we firmly believe that the most significant issue currently facing the agency is the lack of a stable and secure funding stream." A common theme at that hearing was the suggestion the ATO be separated from the rest of the FAA as some form of non-profit standalone government-owned corporation but the unions said it's important to keep the FAA as a "cohesive unit" to maintain interdepartmental communication.

Although there seems to be general agreement that the FAA needs fixing, the priorities and pro-

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## FAA Unions Reject Privatization Suggestion

cesses involved are subject to widespread disagreement. For instance, Committee Chairman Sen. Bill Nelson, D-Fla., said it was his belief that the "vast bureaucracy" that the FAA has become is ill-equipped to implement complex programs like NextGen. "As a government agency, the FAA is simply not set up to determine risks, pursue the most cost-efficient investments, manage people to produce results, reward excellence, or punish incompetence like a normal business," he said. The unions suggested the incompetence lies elsewhere. "There is no debate that sequestration (automatic budget cuts), operating under multiple continuing resolutions and the recent government shutdown resulted in negative impacts that resonated nationwide," they said. In case you missed it, there's a 142-minute video of the whole hearing below.



AVweb Flash April 26

By Russ Niles

## Chico's North Valley Association Sponsors

The NVAA Summer Flight Academy was created in 2006. The program is an introduction to flying which includes 20 hours of ground school instruction and 5 hours of flight instruction, as well as 5 additional hours of back seat observation as fellow students receive flight training.

The objective is to hold two one-week, 8 hours per day academies depending on funding availability.

### Our Mission

The North Valley Summer Flight Academy Program strives to enhance learning, self-confidence and motivation by presenting youth with the challenge of piloting an aircraft. The Summer Flight Academy provides the tools to accomplish this challenge with the hope that cadets will explore further education or professional opportunities in aviation.

### Applicants for Flight Academy

Local high school students between the ages of 14 - 18 are eligible to apply.

The selection process involves submitting the application, writing a short essay, and completing an oral interview with members of NVAA.

### Our Graduates Experience:

Instruction by a certified flight instructor.  
Hands on flying and the academic demands of flying.  
Instruction in the theory of flight, navigation, weather, regulations, and perhaps most importantly, the self-discipline needed to make important decisions.

### Donations Needed

Tuition for the Summer Flight Academy is paid through donations to the North Valley Aviation Association. The program is free to the cadets who participate.

There is no paid staff, your tax deductible donation goes directly to support the program.

Your much needed donation to the North Valley Aviation Association for the Summer Flight Academy will be greatly appreciated.

### Please send to:

North Valley Aviation Association P.O. Box  
6856 • Chico, CA 95927  
or via PayPal on our website [northvalleyaviationassn.org](http://northvalleyaviationassn.org)

## Aviation the Summer



**"The North Valley Summer Flight Academy Program strives to enhance learning, self-confidence and motivation by presenting youth with the challenge of piloting an aircraft."**



:Joe Borzelleri tops off a Cessna 172 at the Sutter County Airport [O52].

The Sutter Buttes Regional Aviation Association, a Chapter of CalPilots



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 :

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## "Where's Corl?"



With Gary Cathey, Chief of CalTrans  
Division of Aeronautics  
During California Aviation Day  
April 22, 2015

With Jeff Brown, Chief of Office of Airports  
During California Aviation day  
April 22, 2015

## CalPilots Promotes General Aviation Interests at the Capitol

*"Partnering with the California Pilots Association in conducting the Aviation Day event were other state and national organizations including Association of California Airports (ACA), Aircraft Owners and Pilots Association (AOPA), Northern California Business Aviation Association (NCBAA), Southwest Chapter of the American Association of Airport Executives (SWAAAE), and the California Airports Council (CAC)."*

CalPilots representatives enthusiastically presented the benefits of General Aviation at the third annual California Aviation Day on April 22, 2015. Purposefully located on the north steps of the State Capitol in Sacramento, this event provided an opportunity to educate the public, legislative members, and aviation enthusiasts on the importance of aviation to our society.

Partnering with the California Pilots Association in conducting the Aviation Day event were other state and national organizations including Association of California Airports (ACA), Aircraft Owners and Pilots Association (AOPA), Northern California Business Aviation Association (NCBAA), Southwest Chapter of the American Association of Airport Executives (SWAAAE), and the California Airports Council (CAC).

The California Aviation Day website may be viewed at: <http://caaviationday.com>



Charlene Fulton reviews the list of closed airports with Division of Aeronautics Aviation Safety Officer Chris Brooks



CalPilots was effectively represented at the California Aviation Day by (left to right) Charlene Fulton, Secretary; Corl Leach, President; and Carol Ford, Region 3 Vice President.

# Lake Balboa residents angry over increased propeller noise near Van Nuys Airport

(Continued from page 1) VNY

Federal air regulators, however, contend there's no evidence of a recent spike.

"We reviewed radar data and did not find any pattern of early turns by aircraft doing practice work at Van Nuys Airport," said Ian Gregor, a spokesman for the Federal Aviation Administration. "Van Nuys controllers will sometimes instruct pilots of small propeller planes to turn early if a jet is departing behind them, but this occurs very infrequently."

"We would consider any request that Los Angeles World Airports makes to address residents' concerns. But again, a review of radar data did not reveal any pattern of early turns."

## History of respect

For decades, pilots at what was once the nation's busiest general aviation airport respected a voluntary tradition of taking off and flying south past Victory Boulevard over the Sepulveda Basin golf course before exercising any turns. New pilots then swung back to the airport for continual touch-and-go landings and practice takeoffs.

Signs have long been posted on the taxiway saying, "No turns before the Sepulveda Basin" and "Fly Quietly" on the airport runway.

All was relatively quiet, neighbors say, until a few years ago. Despite a steep drop in prop aircraft and flight schools at Van Nuys Airport, the growl grew over their homes, often from the same planes circling round and round every few minutes. Residents felt like they were under attack.

The noise near the airport got so bad that residents shied away from gardening, they say. They couldn't hold patio cook-offs.

They even had trouble with their animals, with one 80-year-old

neighbor struggling to bring in her spooked cat.

For Gary and Cherie Aragon, TV watching inside their Gaviota Avenue home even went into a steep tailspin. When planes fly over, they have to put a show on pause.

"It's almost a desperate situation, we're so angry about it," said Gary Aragon, who once videotaped a plane flying for an hour and a half directly over his house, looping back every few minutes. "This is constant, daily. When we moved here 16 years ago, I don't remember ever having planes. ... It's maddening."

"You cannot have the family outside for a barbecue," adds Cherie Aragon, whose tutoring at home is interrupted during the day. "It's almost comical. It's wild."

## Changes at the top

The neighbors took their noise beef to the Van Nuys Airport Citizens Advisory Council, which determined that the early turn problem corresponded with a recent changing of the guard at the FAA control tower and the hiring of a new airport director. While veteran controllers once advised instructors to guide their charges over the Basin, the newer controllers do no such thing, they say.

They also suspect flight schools from Santa Monica Airport, which charges \$11 each time a new pilot makes a practice touchdown, fly their students to nearby Van Nuys for free touch and goes. They say they have identified culprits on Van Nuys Airport flight trackers coming up from the south, disturbing neighbors during numerous runway passes, then heading home.

"We don't think this is a regular habit by pilots at Van Nuys

Airport," said Don Schultz, a 30-year member of the Van Nuys Airport Citizens Advisory Council, which took up the issue nearly two years ago. "We think that this is occurring when pilots from out of the area not familiar with Van Nuys Airport come in and do touch-and-goes. Nothing has happened: There's been no change."

The problem may be one of jurisdiction.

While Los Angeles World Airports governs planes on the ground, the FAA controls planes in the air. But the federal agency says it cannot enforce a voluntary noise-avoidance tradition of not turning early; it can divert planes only to protect aircraft safety. A pilot must follow directions from a controller if he or she has a flight plan, but flight instructors have no flight plans.

Jess Romo, general manager of Van Nuys Airport, could not immediately be reached for comment. Two VNY flight schools, among a handful still operating at the airport, did not return calls.

A change may be in the works, however. A LAWA Board of Airports commissioner, Cynthia Telles, has reportedly said she will soon introduce a resolution to address the noise. And City Councilwoman Nury Martinez also plans to introduce a noise control motion this month restricting State 3 jets and early turning propeller planes. Rep. Tony Cardenas, D-Panorama City, is also monitoring the airport noise issue.

"I want to see Van Nuys Airport succeed," Martinez said. "It employs 1,000 people, is one of the biggest job generators in my district, but it can't be at

**"We reviewed radar data and did not find any pattern of early turns by aircraft doing practice work at Van Nuys Airport," said Ian Gregor, a spokesman for the Federal Aviation Administration. "Van Nuys controllers will sometimes instruct pilots of small propeller planes to turn early if a jet is departing behind them, but this occurs very infrequently."**



Lake Balboa homeowners Gary and Cherie Aragon are appealing to local and federal authorities to end a new pattern of "early turns" from propeller-driven aircraft taking off from Van Nuys Airport.

(Photo by Andy Holzman/Los Angeles Daily News)

*See VNY (Continued on page 11)*

# RAF Secures Big Win for Recreational Pilots



**"Backcountry pilots can rejoice after an agreement was reached this week allowing general aviation airplanes on national forest lands.**

Backcountry pilots can rejoice after an agreement was reached this week allowing general aviation airplanes on national forest lands. For more than a decade, the Recreational Aviation Foundation has been working with the United States Forest Service and policy makers in Washington, D.C., to preserve legal access to backcountry strips and to reopen airstrips that have been closed.

Now the RAF has succeeded in adding language to the USFS Final Planning Directive that recognizes recreational aviation as a "legitimate mode of access, and one of the three legs of the National Forest Transportation System," a

press release from the RAF says.

"It was apparent that our public lands planners included travel plans for off-road vehicles, pack animals, bicycles, hikers and boaters, but airplanes were conspicuously missing," the release said, referring to past Planning Directives.



Read more at <http://www.flyingmag.com/news/raf-secures-big-win-recreational-pilots#KhjYZj2dHjDxtL6O.99>

Reprinted from Flying Magazine  
By Pia Bergqvist / Published: Feb 10, 2015



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# Santa Ynez Valley Airport slates Airport Day

March 30, 2015 by [General Aviation News Staff](#)  
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The second annual Airport Day will be held May 16 at [Santa Ynez Valley Airport](#) (KIZA) in Santa Ynez, California.

The free event will be held concurrently with a Young Eagles event sponsored by the Santa Ynez and Santa Barbara Chapters of the Experimental Aircraft Association.

Other programs will include an "Aviation Genius Bar" with aviation experts who will answer questions on any area of aviation; general aviation, aeronautics, aerospace, airline careers, aircraft structures and building, learning to fly, military aviation and more.

The Airport Authority and event sponsors will host a no charge hamburger and hot dog barbecue prepared by volunteers from Solvang Rotary.

Last year's event saw more than 1,000 visitors, provided more than 650 meals, and gave airplane rides to 93 youngsters.



**"The free event will be held concurrently with a Young Eagles event sponsored by the Santa Ynez and Santa Barbara Chapters of the Experimental Aircraft Association."**

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## Santa Monica changes airport leases, makes way for park land

(Continued )from page 1SMO

**"The courts have repeatedly said the airport must remain open, so airport opponents are turning to strangulation tactics that make it increasingly difficult**

**AVIATION eBRIEF™**



Region 6 VP  
Kurt Kemper



Director-At -Large Region 6  
Robert Baker  
Deceased



12 acres of airport property that has been released from aviation uses will be converted to parks, with the aircraft now located there being moved elsewhere on the airport.

"This is the latest in a long line of attempts to undermine the viability of Santa Monica Municipal," said AOPA President Mark Baker. "The courts have repeatedly said the airport must remain open, so airport opponents are turning to strangulation tactics that make it increasingly difficult to operate at SMO. The airport is vitally important to regional air transportation and to the

community, and AOPA will continue to fight for it." The city council adopted the recommendations despite objections from airport supporters who pointed out that some of the city attorney's recom-

mendations conflict with federal law and the city's agreements with the FAA.

AOPA had urged members to attend the meeting and express their support for the historic field, which serves as a vital reliever

air-



See SMO (Continued on page 11)

## New Board Members for Cal Pilots

Region 6 VP Kurt Knepper is an aviation attorney whose practice areas include aviation, aerospace and airport land use. He represents and advise clients in both California and Texas. He represents large and small businesses as well as individuals in connection with aviation related matters, including the ownership, operation and management of business aircraft and defending FAA enforcement actions.

Kurt is a former commercial airline pilot and a certified "gold seal" flight instructor (CFII/MEI) with more than 5,000 hours of total flight time and over a decade of aviation related experience. He has a multi-faceted background offering not only legal experience, but also more than a decade of upper management experience in operations, employment matters and customer relations within the retail, aviation and technology industries, including substantial experience at the front lines of litiga-

tion, mediation and arbitration. He is passionate about aviation and in providing quality representation. He is an aggressive advocate for his clients, and personalized service is his first priority. He is a natural at problem solving, meaning he has the creativity and positive attitude to find a solution in any situation.

**Director-At-Large Region 6**  
Robert Baker, unfortunately  
Robert lost his life in a motorcycle accident.

Robert's contribution to the Southern California General Aviation Community was nothing short of incredible. He served as VP of the SoCal Pilots Association, President of EAA Chapter 92, and was a Lead Representative for the FAASafety. Team in the Long Beach District. Robert believed in General Aviation and the difference flying can make in a person's life as he

spread the experience to children by conducting over 140 Young Eagle flights. He was excited to have an opportunity to share this enthusiasm with the entirety of California and looked forward to serving his fellow aviators as a member of CalPilots Leadership Team.

Robert's passion for flying and youth education lives on with the creation of the Robert Baker Memorial. If you reside north of the LA Basin you may not recognize Robert's name as it was just a month ago that he eagerly volunteered to fill the newly-created CalPilots leadership position in Region 6. Tragically, he was fatally injured in an automobile-motorcycle accident on April 16th.

**Scholarship.** Contributions to this fund may be made online at this address: <http://www.gofundme.com/s7uje6c>

## CALPILOTS MEMBERSHIP APPLICATION

*All member information is confidential*

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

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Volunteer!

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### CALIFORNIA PILOTS ASSOCIATION REGIONS



CalPilots PAC  
Fund  
OPEN

# California Airport and Pilot Political Action Committee

## WHAT IS A POLITICAL ACTION COMMITTEE (PAC)?

The California Airport and 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 Contributions can be made to payable to:

CALIFORNIA AIRPORT AND PILOT PAC

Chairman

1414 K St., 3rd Floor  
Sacramento, CA 95814

PAC contributions are not tax deductible.  
CALIFORNIA AIRPORT AND PILOT PAC  
California ID 811653

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the expense of the quality of life of the residents of Lake Balboa.

"The FAA has jurisdiction of what happens in the air. I want to get to what we were doing before ... directing small propeller pilots to delay their left turns."

For Welzbacher, it's an easy fix. It's simply a matter of pilot courtesy, he said, where pilots would agree to fly the extra mile.

"Good pilots know when to stay straight in a plane," said Welzbacher, a film producer, director and actor who also lives on Gaviota Avenue.

"New pilots drift to the left right over my house.

"We want the noise to stop. We're not anti-aviation; we love planes. We just want some peace and quiet — and safety. We want them to fly further south before turning."

By Dana Bartholomew, Los Angeles Daily News

(Continued from page 9) SMO

port for Los Angeles International, delivers some \$250 million in annual economic impact, hosts 175 businesses, and is responsible for 1,500 jobs in Santa Monica.



By Elizabeth A Tennyson

Director of Government Affairs and Executive Communications, AOPA

Director of Government Affairs and Executive Communications Elizabeth Tennyson joined AOPA in 1998, the same year she earned her private pilot certificate. She also holds an instrument rating and enjoys jumping out of planes almost as much as flying them.

## FEDERAL AND STATE CONTACTS

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### Secretary of Transportation

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1200 New Jersey Ave, SE  
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### FAA Administrator Michael P. Huerta

Federal Aviation Administration  
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[Contact FAA](#)

### Governor Jerry Brown

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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/](http://boxer.senate.gov/en/contact/)

### Senator Diane Feinstein

Hart Senate Office Building 112  
Washington, DC 20510  
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<http://feinstein.senate.gov/public/index.cfm?FuseAction=ContactUs.EmailMe>

### Congressman Rep. Eric Swalwell (D)15th District

1713 Longworth HOB  
Washington, DC 20515  
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<http://swalwell.house.gov/>

### Other California Congressmen

<http://www.house.gov/representatives/>

### Gary Cathey, Chief Division of Aeronautics

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### For Cal Senate and Assembly contacts

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



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**California Pilots Association**

**1414 K St., 3rd Floor**

**Sacramento, CA 95814**

**Phone: (800) 319-5286**

E-mail: [inquiries@calpilots.org](mailto:inquiries@calpilots.org)

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

Visit Us on the Web

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

### 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](mailto:gemini@elite.net)  
[www.geminiflightsupport.com](http://www.geminiflightsupport.com)

**Chuckwalla Valley Motorcycle Association**  
P.O. Box 307  
Desert Center, CA 92239  
(760) 227-3110  
[www.cvmaracing.com](http://www.cvmaracing.com)

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

**Aircraft Spruce & Specialty Co.**  
225 Airport Circle  
Corona, CA 92880  
Tel: 951-372-9555  
Fax: 951-372-0555  
Toll Free: 877-477-7823  
<http://www.aircraftspruce.com/>

**Clay Lacy Aviation (VNY)**  
7435 Valjean Ave.  
Van Nuys, CA 91406  
(818) 989-2900  
FAX (818) 904-3450  
[www.claylacy.com](http://www.claylacy.com)

**Precissi Flying Service (Q80)**  
11919 N. Lower Sacramento Rd.  
Lodi, CA 95242-9248  
(209) 369-4408

**Bud Field Aviation (HWD)**  
Hangar Address:  
22005 SkyWest Drive  
Hayward, CA 94541  
(510) 782-9063  
FAX 510-782-9081  
[www.budfieldaviation.com](http://www.budfieldaviation.com)

**Perris Valley Skydiving**  
2091 Goetz Rd.  
Perris, CA 92570-9315  
1 (800) 832-8818  
FAX +1 (951) 657-5904  
<http://skydiveperris.com>