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Fought in the Tide: Energy Crisis Hurts and Aids Environmental Drive

stitutional grounds, and environmental groups haven't yet decided whether to continue the fight.

Motives Questioned

Whether they challenge the legislation or not, however, there isn't any chance that a surprise drop of Alaskan oil will arrive in time to ease the current crisis, and that leads some pipeline opponents to question the motives behind the law's quick passage. "The oil companies used the fuel shortage to induce a general hysteria, and Congress fell right into their arms," concludes George Alderson, who coordinates the coalition against the pipeline.

Environmentalists say that many other steps being advocated ostensibly to deal with the energy crisis are in truth excuses to chip away at environmental restrictions. In a December speech, EPA administrator Train asserted that there are "those who have all along been lying in wait . . . for some convenient and, on the surface at least, plausible pretext such as the energy crisis to leap out and cry: 'Damn the environment, full speed ahead.'" The proposed extension of the emissions deadline was a case of the crisis being misused, Mr. Train suggests. So was a recent administration decision, other EPA staffers say, to transfer power for setting nuclear power-plant radiation standards from EPA to the Atomic Energy Commission.

The general public may also be misinterpreting the energy crisis to the environmental movement's disadvantage, environmentalists say. Construction of conventional power plants, for instance, could hardly be considered an answer to a shortage of fuel—that would be akin to proposing new hospitals as an answer to the doctor shortage. But in Sutherland, Neb., where a fight has been going on over a proposed coal-fired power plant, this point doesn't seem to have got across, at least not to Pat Thomas, president of the Sutherland Chamber of Commerce.

"I was in favor of the plant before because of the economic advantages to the area," Mr. Thomas says. "I'm even more in favor of it now because of the need for energy."

More Damage Feared

Before the winter is out, some environmentalists worry, the energy crisis may erode their laboriously built leverage still more. In October, the Senate passed a bill regulating the strip mining of coal, but industry tacticians have had it shelved in the House until late January. That, coincidentally, will be when the weather figures to be at its coldest and the need for coal at its height. Louise Dunlap, coordinator of the Coalition Against Strip Mining, thinks the bill's chances may be hurt. "People will be feeling the pinch by then," she says.

The Interior Department recently decided to sell oil leases off the Florida coast. Despite the risk of bad publicity, the Sierra Club has sued to block the sale because it thinks the government's decision was made in haste. "We've gotten the feeling that Interior won't wait one minute on this because they want to show they're doing something about the energy crisis," says Anne McCormack, head of the Sierra Club legal defense fund.

The crisis may also impede environmental reforms that were planned but haven't got off the ground yet. The EPA, for instance, is worried that the current climate will make it harder to promulgate standards for thermal pollution by nuclear power plants. The Coalition to Tax Pollution has decided to drop completely a campaign for taxes on emissions by factories and cars.

Difficulties like these are leading some environmentalists to wonder if they have failed to communicate to the public and the government what they view as the urgency, for preservation of health and resources, of the measures they have been seeking for the last five years or so. "We allowed ourselves to fall into a pattern of opposition and reaction," says Lee Lane of the Coalition to Tax Pollution, "without coherently offering alternatives. We developed our own crisis mentality and never realized the potential for losing everything."

A real bargain

The figures are in, and it cost the taxpayers of California almost \$187,000 to fly Governor Reagan, Lt. Gov. Ed Reinecke, and assorted other state worthies in the leased jet this year.

That's a bargain, the governor's office asks us to believe, ignoring the fact that the leased-jet practice was sold as a security measure, not as a penny-pinching measure.

And to prove it's a bargain, the governor's office offers us a comparison between the cost of the leased jet and that of the twin-engine propeller plane, the Grizzly, used by former Governor Brown. That, says the governor's office, would have cost the taxpayers \$331,200.

Mr. Reagan, of course, back when he was just the California version of Mr. Smith Goes to Washington, scorned the Grizzly as an unneeded extravagance on the part of the former governor, whom he defeated partly on the strength of a "cut, squeeze and trim" philosophy in state spending.

Now that Mr. Reagan is a Citizen-Politician, a state plane looks less extravagant — looks, in fact, like a bargain.

The governor's office did not release any figures with which one could compare the expense of using the leased jet with the expense of flying on commercial carriers, as the governor did during his first five years in office, or on charter jets, which he did briefly before the decision to lease the jet.

Neither did the governor's office explain how the leasing of the jet prevented any hijackings, since there have been none on any flights in this country anyway since the Federal Aviation Administration's security measures went into effect last winter.

There is a decent case to be made for a state this populous, this wealthy, this spread out, to have a jet available at all times for its governmental leaders as a necessary governmental expense.

That said, it's patronizing to tell the public that this necessary governmental expense is a bargain, without giving any figures which would allow proper comparison.

The leased jet may very well be a necessity without being a bargain — the wisest course, may, shades of Pat Brown, be the purchasing of a jet — and the governor and his staff should have the straightforwardness to say so.

George J. Voss

12 30-13

Reagan Air Bill Costs \$187,000

By Doug Willis
Associated Press

California taxpayers spent \$187,000 during 1973 to keep Gov. Ronald Reagan's leased executive jet in the air, and the governor's staff says it was a bargain.

That works out to slightly less than one penny per California resident for operation of the six-passenger, 425-mile-per-hour jet.

Reagan's office racked up \$187,000 worth of flying time at a rate of \$438.68 an hour, of which \$34,204.64 was paid from three different Republican campaign funds and \$152,500 was paid by taxpayers.

But an additional \$34,464.42 in flying time was paid by taxpayers for use of the plane by other state agencies, primarily Dr. Earl Brian's Health and Welfare Agency.

Pilot Bill Painter says the plane uses about 150 to 160 gallons of jet fuel per hour. For the 457.4 hours of flight time during 173 flights, that's about 70,000 gallons of jet fuel.

The state leased the plane last December under a two-year contract calling for a minimum annual rate of \$199,453, plus a slightly reduced hourly rate for flights above the 400-hour annual minimum.

If the state were still operating former Gov. Edmund G. Brown's twin-engine propeller plane, the Grizzly, it would have cost the state \$331,200, Reagan's press secretary, Clyde Walthall said Wednesday.

Grizzly Hit

Reagan condemned the Grizzley as an extravagance during his 1966 campaign against Brown, and his ad-

ministration sold the 20-passenger Convair for \$217,555 six weeks after Reagan took office.

During his first five years in office, Reagan traveled regularly by commercial airlines. But after a rash of hijackings in 1970 and 1971, Reagan's security advisers persuaded him to switch to rented planes, and then to lease the jet, Walthall said.

Group Pays

The flight records show that taxpayers paid for Reagan flights to dinners honoring entertainers Bob Hope and Frank Sinatra. Both events were official business, the records say.

However, 15 of Reagan's campaign trips on behalf of Prop 1, his unsuccessful tax limitation initiative, were paid for by Californians for

Lower Taxes, the campaign group which Reagan staffers organized for the Nov. 6 election.

The bill for the Prop. 1 campaign flights was \$17,300.03.

The Republican State Central Committee was billed and paid an additional \$14,917.95 for Reagan's travel in the jet to party functions, and a separate campaign fund maintained by State Senate Republicans paid the state \$1,986.66 for a Reagan flight to a fund-raising dinner, the records say.

Biggest User

The biggest user of the jet among other state agencies is the Health and Welfare agency, which racked up 44.1 hours of flying time on 19 trips for a total cost of about \$22,000.

The leased jet consumed less fuel during the entire year of flying than the military jet which took Reagan on his 18,750-mile Far East tour consumed in just 10 days.

Sac Bee 12-27-73

Memorandum

To : Clyde Walthall

Date : December 11, 1973

Subject: Billings to CFLT for
State PlaneFrom : Michael K. Deaver
Governor's Office

<u>FEBRUARY</u>			
<u>2/23/73</u>	SMF - FAT - LAX - Mtg	\$ 761.00	\$ 761.00
<u>MARCH</u>			
<u>3/8/73</u>	SMF - Santa Barbara - Mtg	1,312.00	
<u>3/22/73</u>	SMF - Santa Barbara - Mtg	1,102.50	
<u>3/30/73</u>	SMF - Santa Barbara - Mtg	<u>1,260.00</u>	\$ 3,674.50
<u>APRIL</u>			
<u>4/5/73</u>	SMF - LAX- Reception	1,272.00	
<u>4/6/73</u>	LAX - SFO- Luncheon	<u>714.00</u>	\$ 1,986.00
<u>MAY</u>			
<u>5/15/73</u>	SMF - SLO - State Board Mtg	840.00	
<u>5/16/73</u>	SMF - LAX - Opening Hqs	1,312.50	
<u>5/23/73</u>	SMF - LAX - Leisure World Briefing	<u>1,266.00</u>	\$ 3,418.50
<u>JUNE</u>			
<u>6/6/73</u>	SMF - LAX - CFLT Dinner	<u>1,257.50</u>	\$ 1,257.50
<u>JULY</u> Vacation			
<u>AUGUST</u>			
<u>8/6/73</u>	SFO - SMF - CFLT Meeting	<u>472.50</u>	\$ 472.50
<u>SEPTEMBER</u>			
<u>9/5/73</u>	CSY-SMF - CFLT Meeting	367.50	
<u>9/6/73</u>	LAX-SMF-Return from Steering Com	1,260.00	
<u>9/20/73</u>	SMF-SAN-Return from Finance Reception	<u>1,522.50</u>	\$ 3,150.00
<u>OCTOBER</u>			
<u>10/8/73</u>	SMF-LAX-CFLT Steering Committee	<u>955.13</u>	955.13
<u>NOVEMBER</u>			
<u>11/5/73</u>	SMF-LAX-SAN-SFO-LAX-SMF Press Tour	<u>2,358.84</u>	\$ <u>2,358.84</u>

TOTAL

\$18,033.97

GOVERNOR'S
OFFICE

BILLED TO
CFLT

OTHER
AGENCIES

<u>JANUARY</u>	\$ 14,490.00	- - -	3,307.50
<u>FEBRUARY</u>	19,687.50	761.00	5,827.50
<u>MARCH</u>	23,152.50	3,674.50	5,880.00
<u>APRIL</u>	19,425.00	1,986.00	2,415.00
<u>MAY</u>	17,167.50	3,418.50	14,437.50
<u>JUNE</u>	11,970.00	1,257.50	3,832.50
<u>JULY</u>	1,785.00	- - -	5,355.00
<u>AUGUST</u>	18,112.50	- - -	367.50
<u>SEPTEMBER</u>	<u>25,935.00</u>	<u>- - -</u>	<u>- - -</u>
	\$151,825.00	\$11,097.50	\$41,422.50

OTHER AGENCY USE

<u>JANUARY</u>	Lt. Governor; Health & Welfare; General Services
<u>FEBRUARY</u>	W. Virginia Governor Moore (Reimbursed by Republican Party \$1,312.50); Health & Welfare; General Services; Speaker R. Moretti; Mental Hygiene; O.E.S.; Department of Conservation
<u>MARCH</u>	Water Resources; Health & Welfare; General Services
<u>APRIL</u>	Lt. Governor; Health & Welfare
<u>MAY</u>	Health & Welfare; Agriculture & Services; Food and Agriculture Department; Department of Mental Hygiene
<u>JUNE</u>	General Services; Conservation; Health & Welfare
<u>JULY</u>	Health & Welfare
<u>AUGUST</u>	Finance Department
<u>SEPTEMBER</u>	None

FEBRUARY

23	SMF - FAT - LAX	\$ 761.00	\$ 761.
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MARCH

8	CFLT Mtg. Santa Barbara	1,312.00	
22	CFLT Mtg. Santa Barbara	1,102.50	
30	CFLT Mtg. Santa Barbara	<u>1,260.00</u>	\$ 3,674.

APRIL

5	SMF - LAX - CFLT Reception	1,272.00	
6	LAX - SFO - CFLT Luncheon	<u>714.00</u>	\$ 1,986.

MAY

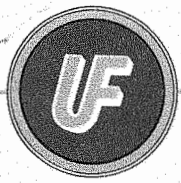
15	SMF - SLO - State Board Mtg., CFLT	840.00	
16	SMF - LAX - Opening State Hdqtrs.	1,312.50	
23	SMF - LAX - Leisure World Briefing	<u>1,266.00</u>	\$ 3,418.

JUNE

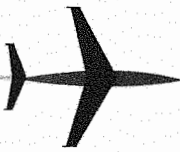
6	SMF - LAX - CFLT Dinner	<u>1,257.50</u>	\$ 1,257.
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TOTAL

\$11,097.



**UNION
FLIGHTS**



Municipal Airport, Sacramento, California 95822 (916) 421-8531

Associated Press
Sacramento, California

April 18, 1973

Gentlemen:

This is to place a few of the "facts" as quoted by your Mr. Doug Willis in their proper perspective.

My name is William C. Paynter and I am president of Union Flights of Sacramento California, owner of the infamous "Reagan Jet". I am also a member of it's crew.

The proposal to place an executive airplane and crew at the disposal of California State officials was submitted by our organization during the Brown administration to supplement the "Grizzly". We again made the proposal after Governor Reagan was elected, however the use of scheduled air carriers was still feasible at that time and nothing came of our plan. When highjacking, kidnapping, and bombing by the lunatic fringe became commonplace it was apparent that placing high federal, state, or for that matter corporate officials on board a scheduled airliner materially increased the risk to the entire complement of passengers and crew. This is an extremely unfair position in which to place the airline, the crew, and in particular the aircraft commander, in whose hands rests the safety of a hundred or more people. At that point we resubmitted our proposal to the State Department of General Services through the Governors office, offering to provide an aircraft of their choice and crew. All the alternatives were examined and considered and it was decided that this was the way to go.

Governor Reagan has received full credit for this "\$525.00 per hour, rich man's plaything" and suddenly the same conduct of state business which has occupied all his waking hours and those of all the governors before him and the trips associated with such business have become "junkets". The Governor had little or nothing to do with the acquisition of this aircraft and has simply utilized whatever mode of transportation with which his office and the State provided him. Be it airline airplane, private airplane, helicopter, auto, boat, or, on at least one occasion, a horse.

This "extravagance" does not belong to The Governor, it belongs, (via \$1 million indebtedness,) to our firm. It was designed by Cessna Aircraft Company to perform precisely the type of work for which it is being used. The Cessna is the first aircraft combining jet reliability, safety and over the weather capability with the ability to operate from any airport capable of receiving any other twin engine airplane. It is quieter than any other jet and quieter than most piston engine twins and is therefore a good neighbor. Its low cabin noise levels permit enroute conferences and work sessions and executives arrive at their destinations relaxed and ready to tackle the job at hand. State officials are no longer restricted to serving only the communities possessing airline terminals and several times as

- Our Safety Record Is No Accident -

many cities are now accessible to disaster relief, flood control, earthquake damage survey, and health department experts within a couple of hours.

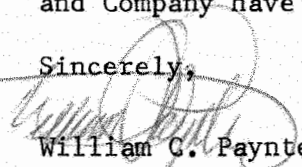
The \$525.00 per hour figure quoted in your obviously slanted, anti-Reagan, anti-jet, series of articles is an unknown quantity, probably arrived at by dividing (the \$199,453.00) total annual payment by the 400 flying hours, though we arrive at \$498.63 when we do this. Now we are just a small company, but in his attempts to get at Governor Reagan, Mr. Willis is only telling part of the story and that story as told is reflective against a valuable project and is therefore damaging to us. Here is what the State of California is really buying under our contract (which is a matter of public record) and for how much:

1. Round the clock and year round aircraft and crew standby and availability.
2. A four man, American Airlines trained crew.
3. A full maintenance program backed up by the Sacramento based Citation factory maintenance center with unlimited parts availability on a 24 hour basis.
4. A full insurance program for aircraft, crew and passengers.
5. Offices and conference room availability 24 hours per day.
6. Communications and scheduling facilities.
7. Backup aircraft and crews.
8. Hangar, cleaning, and security.

Since this service is available to the state, 24 hours per day 365 days per year at their discretion, and since our entire organization must be ready to perform as specified, we must operate on the basis of an 8760 hour year for our \$199,453.00. Therefore we are actually getting \$22.76 per hour for our bird and it's crew and the State has exclusive use, year round availability, 140,000 airplane miles, and 840,000 seat miles of travel. Also if the use exceeds 400 hours in a year, they then pay \$388.00 per flying hour with no additional charges.

Just goes to show you that a bargain, like beauty, is in the eyes of the beholder and your view of it depends upon where in the gallery your seat is located. As the guy on the other end of the deal it looks to me like Reagan and Company have driven a hard and excellent bargain.

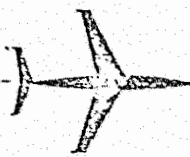
Sincerely,


William C. Paynter
President, UNION FLIGHTS

P. S. If it will make Mr. Willis feel better, I have been with the Governor on most of his "funsy" trips and the necessity to perform his job has clobbered his enjoyment of them.



UNION
FLIGHTS



Municipal Airport, Sacramento, California 95822 (916) 421-8531

State of California
Department of General Services
Attn: A. D. Motes, Comptroller
915 Capitol Avenue
Sacramento, California 95814

Inv. #ES102

Contract Ref: AIR-1

April 2, 1973

DATE	FLIGHT DESCRIPTION	FLIGHT HOURS	PASSENGER ALLOCATION	AIRPORT FEES	CREW EXPENSE
3/1/73	SAC OXN SAC	2.4	Health & Welfare		
3/1/73	SAC LAX SMT SAC	2.7	Governor's Office - No verit.		#95
3/2/73	SAC TRM SFO SAC	3.3	Water Resources		
3/5/73	SAC LAX SAC	2.4	Governor's Office - No verit.		#102
3/6,7/73	SAC LAX SFO SAC	2.9	Governor's Office V.O.K.		
3/8/73	SAC LAX MRY SAC SBA SAC	5.0	Governor's Office - No verit.		#11
3/9/73	SAC LAX SAC	2.4	Governor's Office V.O.K.		
3/12/73	SAC LAX SAC	2.3	Governor's Office - No verit.		#129
3/12/73	SAC LAX SAC	2.5	Governor's Office - No verit.		
3/14/73	SAC LAX SAC	2.3	Governor's Office - No verit.		
3/16/73	SAC VTA SD SAC	3.1	Genl. Services		
3/20/73	SAC EUR SAC	1.6	Governor's Office - No verit.		#141
3/21/73	SAC BUR SAC	2.4	Health & Welfare		
3/22/73	SAC SBA SAC	2.1	Governor's Office - No verit.		#141
3/23/73	SAC SLO SAC SLO LAX SLO LBG SAC	5.4	Governor's Office V.O.K.		
3/26/73	SAC LAX SAC	2.3	Governor's Office - No verit.		#168
3/27/73	SAC LAX SAC	2.5	Governor's Office V.O.K.		
3/29/73	SAC LAX SFO SAC	2.8	Governor's Office V.O.K.		
3/30/73	SAC SBA SAC	2.4	Governor's Office - No verit.		#168
3/31/73	SAC LAX SAC	2.5	Governor's Office - No verit.		#168
		<u>55.3</u>			

Contract Guarantee of 33.3 Flight Hours
Excess Flight Hours of 22 @ \$498.63
Crew Expenses for March

\$16,621.00
10,969.86
138.53

TOTAL AMOUNT DUE

\$27,729.39

Hours to be Bwt Fwd for Credit

0

Total Annual Hours to Date

137.8

- Our Safety Record Is No Accident

Approved:
6 APR 73
Hendall
Flight Admin Div

Budget for the Aircraft:

1966 - \$255,000

Costs are hidden however for numerous reasons:

1. Flight crew was paid partially by GSA and partially by Army National Guard.

Crew consisted of full salary and flight pay of a:

Lt. Colonel
Major
E-9 and E-7

These salaries increased from 1966 \$51,763.00 to the present day \$79,078.00. A dollar increase of \$27,320.

53% increase in salaries.

This is almost a 100% increase in salary which would not be factored in.

\$255,000 x a cost of living index 129.8% = \$331,200. + A = 410,278.00

vs our leased rate of \$200,000 per year.

The aircraft was housed at Executive Airport. They had no operational facilities and no security for the airplane.

→ The aircraft could not get into approximately 2/3 of the air fields in California.

One major factor in the cost operation of the plane was that the Convair 440 was a reasonably efficient plane in 1966 due to the fact taht the commercial carriers such as United Airlines was using this type of aircraft. Today there are no major airlines using this plane. Therefore, parts and maintenance on the airplane are extremely expensive.

The plane sold in 1966 for over \$200,000. Today you could purchase the same plane for \$75,000. Simply because the cost of operation is almost prohibitive.

→ Less than 1/2 as fast

Don. Brown
Stan Fowler
Art Collins

AGENDA

1967-68 BUDGET--10% REDUCTION

February 16, 1967

DEPARTMENT OF GENERAL SERVICES

SUMMARY OF EXPENDITURES

Support

	<u>1964-65</u>	<u>1965-66</u>	<u>1966-67</u>	<u>1967-68</u>
General Fund	\$6,522,823	\$5,971,468	\$7,329,635	\$5,069,551
State School Building Aid Fund	896,418	951,398	1,012,535	1,031,571
Street and Highway Disaster Fund	--	17,881	14,211	14,461
Service Revolving Fund	28,927,827	27,737,171	40,964,212	38,801,021
Architecture Revolving Fund	8,768,903	8,806,381	9,004,224	8,654,701
Architecture Public Building Fund	1,393,913	1,488,865	1,570,723	1,570,701
Reimbursements (1)	<u>9,725,362</u>	<u>11,108,595</u>	<u>12,104,700</u>	<u>14,640,391</u>

Total

\$56,235,246 \$56,081,759 \$72,000,240 \$69,782,411

Other Expenditures

Automobile Liability Insurance	\$240,460	\$269,880	\$283,347	\$283,347
→ Operation of Executive Airplane	189,407	255,162	209,410	204,800
Augmentation Service Revolving Fund	865,185	581,717	1,841,567	475,465

Adjustments to Appropriations:

	<u>General Fund</u>	<u>State School Fund</u>	<u>Service Revolving Fund</u>	<u>Arch Revolving Fund</u>	<u>Arch Pub Building Fund</u>	<u>Reim.</u>	<u>Total</u>
Increase	\$381,356	\$43,696	\$812,793	\$311,617	\$69,283	\$543,507	\$2,162,252
Less 10%	<u>-526,659</u>	<u>-107,527</u>	<u>-1,972,171</u>	<u>-896,632</u>	<u>-163,999</u>	<u>-1,518,390</u>	<u>-5,185,266</u>
Adjustment	-\$145,303	-\$63,831	-\$1,159,378	-\$585,015	-\$94,716	-\$974,883	-\$3,023,178

Vacant Positions

	<u>Support</u>	<u>Service Revolving Fund</u>	<u>Architecture Revolving Fund</u>	<u>Architecture Pub Bldg. Fund</u>
Professional	22	1	48	1
Clerical and other	11	24	8	1
B M & P				
Janitor	37			
Police	19			
Other	22			

Workload Trends

In general workload is dependent on the activity level of other State agencies. In as much as other agencies are experiencing a general belt tightening, corresponding reductions may be made in General Services without seriously effecting the level of service. There are a number of specific programs that are not related directly to other agencies where reductions could force some change in the service provided. These will be noted in the agenda.

(1) Reimbursements are treated as a Special Fund.

Adg Maintenance & Supplies - Jan 71 100
Architecture possible add 8/67 6/68 40

Department of General Services
AUTOMOBILE LIABILITY INSURANCE

ITEM 37 of the Budget Bill

Budget page 43

FOR SUPPORT OF AUTOMOBILE LIABILITY INSURANCE PROGRAM OF DEPARTMENT OF GENERAL SERVICES FROM THE GENERAL FUND

Amount requested	\$202,769
Estimated to be expended in 1964-65 fiscal year	193,116
Increase (5.0 percent)	\$9,653
TOTAL RECOMMENDED REDUCTION	None

ANALYSIS AND RECOMMENDATION

This appropriation is for support of the automobile liability insurance program conducted in the Department of General Services, and is discussed under Item 35.

We recommend approval as budgeted.

Department of General Services
OPERATION OF EXECUTIVE AIRPLANE

ITEM 38 of the Budget Bill

Budget page 43

FOR SUPPORT OF OPERATION OF EXECUTIVE AIRPLANE FROM THE GENERAL FUND

Amount requested	\$255,162	(1965-66)
Estimated to be expended in 1964-65 fiscal year	194,587	
Increase (31.1 percent)	\$60,575	
TOTAL RECOMMENDED REDUCTION	None	

ANALYSIS AND RECOMMENDATIONS

This appropriation is to reimburse the Service Revolving Fund for costs of operation of the executive airplane for the Governor and his staff, and in our view could more appropriately be included in the support budget for the Governor's office.

The airplane, a 19-passenger Convair CV 340/440, was purchased in November 1963 for \$422,000 with funds provided by an augmentation to the Service Revolving Fund of \$475,000 by Item 41.5 of the Supplemental Budget Act of 1963 (Chapter 8, Statutes of 1963, First Extraordinary Session).

The plane, manufactured in 1952, was used by United Airlines in commercial passenger service till 1960, and by a private individual, Arthur Godfrey, from whom it was purchased, subsequent to that time, and had approximately 4,000 flying hours at time of purchase.

The increase budgeted is to provide \$60,000 for an airframe overhaul which we are informed is a normal requirement under Federal Aviation Agency regulations at the expiration of the total hours of flying time which will be completed by the plane during the budget year.

Since no increase in level of service is involved, *we recommend approval as budgeted.*

Reagan's Jet

Sacto. Bee 1-5-73

Hijack Risk Led To Leasing Of Plane For Governor, Other Officials

By Lee Fremstad

Bee Capitol Bureau Chief

The argument that it is "foolhardy" to submit the governor of California to the hijacking risk in flying commercial airliners played a part in leasing an executive jet for Ronald Reagan, says a key aide.

Edwin Meese III, Reagan's executive assistant, told reporters yesterday afternoon that the latest in a series of PSA jet hijackings last spring prompted him to persuade the governor to shun commercial flights.

Foolhardy Risk

"In essence I felt it was foolhardy for the State of California to take such a risk," said Meese.

"It was the number and frequency of incidents in jet planes, where the governor could be a contributing factor to (the safety of) passengers on board, as well as the ransom factor."

Meese said the danger suddenly struck him one day last April. Reagan had just boarded a commercial flight to Southern California and Meese drove back — while his car radio was announcing a PSA hijacking.

"I said this is silly, and on Monday morning I went into the governor and told him I thought he should avoid these flights," said Meese.

"The governor reluctantly agreed to it."

Decided To Lease

That led to the use of leased jets on a per-trip basis, an expensive practice that eventually prompted the decision to lease the 1972 Cessna Citation twin jet from Union Flights, Inc. of Sacramento at \$199,453 per year for 1973 and 1974, when the governor's term expires.

The gleaming white six-passenger craft is available to other top state officials and legislators when Reagan is not aboard.

"Coordination is out of General Services essentially on a first come, first served basis," said Meese.

"The governor probably

would have priority in the sense that his schedule is given to General Services. But he is not going to bump a legislator if he has booked it in advance.

"I would hope that all members of the legislature would use it."

Owner Is Pilot

Bill Paynter, owner and operator of Union Flights, is the chief pilot. He bought the twin fan jet, a demonstrator with several hundred hours on it, for \$736,611 once General Services and the governor approved the lease.

Paynter and his cocaptain, Archie Parks, like Paynter a former military pilot, are on call 24 hours a

day the week around under terms of the lease to fly the jet for the exclusive use of the state.

The governor frequently makes the Los Angeles-Sacramento trip to his home in Pacific Palisades or on state or political appearances. Meese said the Reagans used to make a practice of flying on separate planes but now that their children are older they have given that up.

The state has not had an airplane for its chief executive since the Grizzly II, a twin-engine propeller aircraft used by then Gov. Edmund G. Brown. One of Reagan's first acts after his 1967 inauguration was to sell the craft.

REPRODUCTION COPY

LA TIMES 1-5-73

'FOOLHARDY TO TAKE CHANCES'

Jet Leased to Keep Reagan From Being Hijack Victim

BY JERRY GILLAM

Times Staff Writer

SACRAMENTO—A top Administration aide disclosed Thursday that fear of Gov. Reagan becoming involved in a commercial airliner hijacking led to state lease of a small \$750,000 private jet for use by him and other state officials.

"We felt it was foolhardy for the state of California to take a chance on the governor being on a plane that was hijacked," said Edwin Meese III, Reagan's executive assistant.

The state announced last week it has leased a twin-engine five-passenger Cessna Citation from a Sacramento firm for two years at a cost of \$398,906.

It also will be used to transport other constitutional officers, department heads and legislators on flying trips. Those who use it will be charged for flight costs.

Meese said he recommended the move last April after a rash of com-

mercial airliner hijackings in California. The governor "reluctantly" agreed to it, he said.

"A hijacker looks at the governor sitting on a plane and immediately the ransom goes up," Meese said. "He also could be a contributing factor to the danger to other passengers on board."

Meese said Reagan and his wife, Nancy, also have abandoned their previous policy of not flying together on the same plane, which they followed when their two children, a son and daughter, were smaller.

The Reagans may fly in the new state jet to attend the inauguration of President Nixon in Washington Jan. 21.

Meese emphasized other state officials and legislators can use the jet, but the governor will have "first priority" unless prior reservations have been made.

"The governor isn't going to bump

Please Turn to Page 31, Col. 8

REAGAN

Continued from Third Page

any legislator if reservations have been made far in advance either," he said.

Reagan frequently used to fly commercial airliners between Sacramento and Los Angeles, but has relied on renting private jets in recent months, Meese said.

The new jet is the first official state plane since the Administration sold the propeller-driven "Grizzly" in 1967 for economy reasons. It had been used by former Gov. Edmund G. Brown.

Under terms of the lease, Union Flights will provide a two-man crew, fuel and oil and repair and maintenance services.

The small jet also will allow access to airports in areas not served by commercial flights because the runways are too short, according to the Department of General Services.

Jet Marine (State)

	<u>GOVERNOR'S OFFICE</u>	<u>BILLED TO CFLT</u>	<u>OTHER AGENCIES</u>
<u>JANUARY</u>	\$ 14,490.00	- - -	3,307.50
<u>FEBRUARY</u>	19,687.50	761.00	5,827.50
<u>MARCH</u>	23,152.50	3,674.50	5,880.00
<u>APRIL</u>	19,425.00	1,986.00	2,415.00
<u>MAY</u>	17,167.50	3,418.50	14,437.50
<u>JUNE</u>	11,970.00	1,257.50	3,832.50
<u>JULY</u>	1,785.00	- - -	5,355.00
<u>AUGUST</u>	18,112.50	- - -	367.50
<u>SEPTEMBER</u>	<u>25,935.00</u>	<u>- - -</u>	<u>- - -</u>
	\$151,825.00	\$11,097.50	\$41,422.50

OTHER AGENCY USE

<u>JANUARY</u>	Lt. Governor; Health & Welfare; General Services
<u>FEBRUARY</u>	W. Virginia Governor Moore (Reimbursed by Republican Party \$1,312.50); Health & Welfare; General Services; Speaker R. Moretti; Mental Hygiene; O.E.S.; Department of Conservation
<u>MARCH</u>	Water Resources; Health & Welfare; General Services
<u>APRIL</u>	Lt. Governor; Health & Welfare
<u>MAY</u>	Health & Welfare; Agriculture & Services; Food and Agriculture Department; Department of Mental Hygiene
<u>JUNE</u>	General Services; Conservation; Health & Welfare
<u>JULY</u>	Health & Welfare
<u>AUGUST</u>	Finance Department
<u>SEPTEMBER</u>	None

FEBRUARY

23	SMF - FAT - LAX	\$ 761.00	\$ 761.
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MARCH

8	CFLT Mtg. Santa Barbara	1,312.00	
22	CFLT Mtg. Santa Barbara	1,102.50	
30	CFLT Mtg. Santa Barbara	<u>1,260.00</u>	\$ 3,674.

APRIL

5	SMF - LAX - CFLT Reception	1,272.00	
6	LAX - SFO - CFLT Luncheon	<u>714.00</u>	\$ 1,986.

MAY

15	SMF - SLO - State Board Mtg.; CFLT	840.00	
16	SMF - LAX - Opening State Hdqtrs.	1,312.50	
	CFLT		
23	SMF - LAX - Leisure World Briefing	<u>1,266.00</u>	\$ 3,418

JUNE

6	SMF - LAX - CFLT Dinner	<u>1,257.50</u>	\$ 1,257.
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TOTAL

\$11,097.

Memorandum

To : Rodolfo Garcia
Assistant Press
Secretary
Governor's Office
State Capitol

Date : October 5, 1973

File No.:

From : Department of General Services

Subject: Jet Rental Charges

As you requested, following are the rental charges for the Governor's jet aircraft covering the period of January through August of this year.

JET RENTAL CHARGES

<u>Month</u>	<u>Governor's Office</u>	<u>Other Agencies</u>
Sept	25,975.00	
August	\$ 18,112.50	\$ 367.50
July	1,785.00	5,355.00
June	11,970.00	3,832.50
May	17,167.50	14,437.50
April	19,425.00	2,415.00
March	23,152.50	5,880.00
February	19,687.50	5,827.50
January	14,490.00	3,307.50
TOTAL	\$125,790.00	\$41,422.50

The February charges include a \$1,312.50 invoice originally billed to the Governor's Office and later reimbursed by the Republican party for Governor Moore of West Virginia.

Also attached are the monthly bills from Union Flights listing dates of flights, number of passengers, and identification of the user. For the months of January and February Union Flights did not specify the user on the bill. For these two months we are including the invoices for each flight listing the passengers and the Office to be billed.

Please contact Loyd Forrest on 445-7290, if we can be of further assistance.

Lawrence R. Robinson, Jr.
Director of General Services

Attachments

*What agencies used for Sept. billing?
and Bills to CLT
Bill to Gov. Office.
14 Sept*

*art Kendall
all Himmach
5.7290*

Rudy:

I did not put the amount of each trip because the billings show the total amount due for all trips made in that month---they are not broken down into individual trips.

mercy

GOVERNOR'S OFFICE

JANUARY

3	Sac-LA-Sac
4	Sac-Oak-Sac-LA-Oak-Sac
8	Sac-LA-Sac
11	Sac-Burbank-Sac
12	Sac-SF-Sac
14	Sac-LA-Bur-Sac
17	Sac-LA-Sac
22	Sac-LA-Sac
23	Sac-LA-Sac
24	Sac-SF-Sac
28	Sac-LA-Cam- Pk-Sac
30	Sac-LA-Sac
31	Sac-LA-Sac

FEBRUARY

2	Sac-LVegas-Sac
3	Sac-LAX-Sac
6	Sac-LAX-Sac
8	Sac-LAX-ElCentro-PSprings-Bkfld- SMonica-SanLuis-SMonica-Modesto-SAC
9	Sac-SMonica-Burbank-SMonica
9	SMonica-Sac
9	Sac-SF-LAX-Sac
12	Sac-Oak-SMonica-LAX-SAC
13	Sac-LAX-Sac-LAX-Sac
14	Sac-LAX-SF-Sac-PSprings-Sac
15&16	Sac-SDiego-LAX-Sac
20	Sac-LAX-Sac
23	Sac-FAT-LAX-Sba-Sac

MARCH

1 Sac-LAX-SMF-Sac
5 Sac-LAX-Sac
6&7 Sac-LAX-SFO-Sac
8 Sac-LAX-MRY-Sac-SBA-Sac
9 Sac-LAX-Sac
12 Sac-LAX-Sac
12 Sac-LAX-Sac
14 Sac-LAX-Sac
20 Sac-EUR-Sac
22 Sac-SBA-Sac
23 Sac-SLO-Sac-SLO-LAX-SLO-LBG-Sac
26 Sac-LAX-Sac
27 Sac-LAX-Sac
29 Sac-LAX-SFO-Sac
30 Sac-SBA-Sac
31 Sac-LAX-Sac

APRIL

3 Sac-LAX-Sac
4 Sac-LAX-Sac
5 Sac-LAX-Sac
6 Sac-LAX-SFO-Sac
7 Sac-SloughHouse-Sjc-SAC-Sjc-Sac
10 Sac-SFO-Sac
11 Sac-Lompoc-Sac
13 Sac-Fresno-Bur-Sac
14 Sac-LAX-Phx-Sac
17 Sac-Phx-LAX-Phx-Sac
22 Sac-Phx-LAX-Sac
23 Sac-LAX-Sac
27 Sac-LAX-Mer-Sac

MAY

1	Sac-LAX-Sac
2&3	Sac-San-LAX-Sac-SMF
4	SMF-SAC-LAX
5&7	LAX-SMF-OAK-MRY-SFO-SAC
14	SAC-LAX-SAC
14	SAC-SFO-SAC
15	SAC-SBP-SAC
16	SAC-LAX-SAC
18	SAC-SFO-LAX-SAC
21	SAna-LAX-Ccd-SAC-SNA
23	SAC-LAX-SAC
24	SAC-LAX-NPA-LAX-SAC
29	SAC-LAX-SAC
31	SAC-LAX

JUNE

1	LAX-SAN-LAX-SAC
4	SAC-LAX-TVY-SAC
6&7	SAC-LAX-SAC
7	SAC-BUR-SNA-SAC
11	SAC-LAX-SAC
15	SAC-SFO-LAX-SAC
18	SAC-LAX-SFO-SAC
21	SAC-LAX-SAC
25	SAC-LAX-SAC

JULY

2 SAC-Mariposa-SAC
5 SAC-Mariposa-FAT-LAX-SAC

AUGUST

2 SAC-LAX-SAC-LAX-SAC
3 SAC-LAX-SFO-LAX-SAC
6 SAC-SFO-SAC
9 SAC-LAX-SAC
13 SAC-LAX-SAC
14&15 SAC-LAX-SAC
16 SAC-LAX-SAC
17 SAC-LAX-SBP-LAX-SAC
20 SAC-LAX-SAC
21 SAC-PTO-SAC
23 SAC-LAX-SAC
27 SAC-LAX-SAC
30 SAC-LAX-SAC

September 14, 1973

Mr. Richard E. Kazen, Executive Director
Californians for Lower Taxes
Suite 1201
3810 Wilshire Boulevard
Los Angeles, California 90010

Dear Mr. Kazen:

In accordance with the general practice of the Governor's Office, our semi-annual analysis of usage of state aircraft shows the Governor's use of state aircraft on behalf of Proposition 1 since the beginning of the year as listed below. Please remit a check for the total shown for reimbursement to the State of California.

Feb. 23	SAC-FAT-LAX and return Press Meeting CFLT	\$ 761.00
Mar. 8	Meeting CFLT - Santa Barbara	1,312.00
Mar. 22	Meeting CFLT - Santa Barbara	1,102.50
Mar. 30	Meeting CFLT - Santa Barbara	1,260.00
May 15	SAC - SLO Statewide Board Meeting - CFLT	840.00
May 16	SAC - LAX Opening Statewide HDqtrs - CFLT	1,312.50
May 23	SAC - LAX Leisure World Appearance	1,266.00
Apr. 5	SAC - LAX CFLT Reception - LA Club	<u>1,272.00</u>
	Subtotal	\$ 9,126.00

Mr. Kazen

-2-

9/14/73

		Brought forward	\$ 9,126.00
Apr. 6	LAX - SFO CFLT lunch at PU Club		714.00
June 6	SAC - LAX CFLT Dinner at Century Plaza		<u>1,257.50</u>
	Total		\$ 11,097.50

Bernice Smith
Office Manager



UNION
FLIGHTS



Municipal Airport, Sacramento, California 95822 (916) 421-8531

State of California
Department of General Services
Attn: Mr. A. A. Himmah, Budget Officer
917 Capitol Avenue
Sacramento, California 95814

Inv. #ES 106

Ref: Air-1

Sept. 5, 1973

DATE	FLIGHT DESCRIPTION	FLIGHT HOURS	PASSENGER ALLOCATION
Aug 2	x Sac-Lax-Sac-Lax-Sac	4.9	3-Gov.Ofc.
Aug.3	x Sac-Lax-Sfo-Lax-Sac	4.9	3-Gov.Ofc.
Aug.6	x Sac-Sfo-Sac	.9	6-Gov.Ofc.
Aug.9	x Sac-Lax-Sac	2.5	3-Gov.Ofc.
Aug.13	x Sac-Lax-Sac	2.3	3-Gov.Ofc.
Aug14&15	x Sac-Lax-Sac	2.4	4-Gov.Ofc.
Aug.16	x Sac-Lax-Sac	2.4	3-Gov.Ofc.
Aug.17	x Sac-Lax-Sbp-Lax-Sac	3.5	3-Gov.Ofc.
Aug.20	x Sac-Lax-Sac	2.6	3-Gov.Ofc.
Aug.21	x Sac-PTO-Sac	.7	2-Gov.Ofc.
Aug.23	x Sac-Lax-Sac	2.5	4-Gov.Ofc.
Aug.27	x Sac-Lax-Sac	2.4	3-Gov.Ofc.
Aug.30	Sac-Sfo-Sac	.7	3-Finance Dept.
Aug.30	x Sac-Lax-Sac	2.5	4-Gov.Ofc.
		35.2	

August total flight hours =	35.2
Contract Guarantee of 33.3 hrs. =	16,621.00
Excess flt. hrs. 1.9@\$498.63 =	947.40
TOTAL AMOUNT DUE	\$17,568.40

Hrs. brgt fwd for credit 0	
Total annual hrs. to date	318.5

APPROVED
DEPARTMENT OF GENERAL SERVICES
FLEET ADMINISTRATION DIVISION

SEP 6 1973

Date
By Kendall
AIR-1

- Our Safety Record Is No Accident -



UNI-N
FLIGHTS



Municipal Airport, Sacramento, California 95822 (916) 421-8531

REFER TO:

State of California
Department of General Services
Attn: Mr. A. A. Himmah
915 Capitol Avenue
Sacramento, California 95814

Inv. #ES105

Ref: AIR-1

August 2, 1973

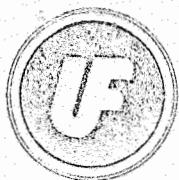
DATE	FLIGHT DESCRIPTION	FLIGHT HRS	PASSENGER ALLOCATION
July 2	x Sac-Mariposa-Sac	.8	6-Gov. Ofc.
July 3	Sac-S.Ana-Sac-Metro-Sac	2.9	2-Health&Welfare
July 5	x Sac-Mariposa-Fat-Lax-Sac	2.6	6-Gov. Ofc.
July 12	Sac-SanDiego-Sac	3.0	2-Health&Welfare
July 20	Sac-SBa-Sac	2.0	1-Health&Welfare
July 25	Sac-Bur-Sac	2.3	4-Health&Welfare
		<u>13.6</u> hours	
July Total Flight Hours		13.6 hours	
Contract guarantee of 33.3 hours =		16,621.00	
Excess fll. hrs 0		.00	
		<u>16,621.00</u>	
Hrs. Brt. Fwd. for Credit 19.7@498.63=		9,823.01	
Total amount due		\$ 6,797.99	
TOTAL Annual hours to date		283.3	
	- Our Safety Record - No Accident -		

APPROVED
DEPARTMENT OF GENERAL SERVICES
FLEET ADMINISTRATION DIVISION

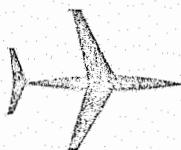
AUG 3 - 1973

Date

By



UNION
FLIGHTS



Municipal Airport, Sacramento, California 95822 (916) 421-8531

State of California

Inv. #ES104

Department of General Services

Attn: Mr. A. A. Himmah, Budget Officer

Ref: AIR-1

915 Capitol Avenue

Sacramento, California 95814

July 1, 1973

DATE	FLIGHT DESCRIPTION	FLIGHT HOURS	PASSENGER ALLOCATION
June 1	X Lax-San-Lax-Sac	2.1	5-Gov. Ofc.
June 4	X Sac-Lax-Tvy-Sac	2.8	3-Gov. Ofc.
June 6&7	X Sac-Lax-Sac	2.3	3-Gov. Ofc.
June 7	X Sac-Bur-Sna-Sac	2.7	4-Gov. Ofc.
June 11	X Sac-Lax-Sac	2.4	3-Gov. Ofc.
June 12	Sac-Lta-Sac-Lta-Sac	1.5	1-Gen. Service
June 15	X Sac-Sfo-Lax-Sac	2.8	3-Gov. Ofc.
June 18	X Sac-Lax-Sfo-Sac	2.9	3-Gov. Ofc.
June 21	X Sac-Lax-Sac	2.4	6-Gov. Ofc.
June 25	X Sac-Lax-Sac	2.4	3-Gov. Ofc.
June 27	Sac-Ryan-Ontario-Ryan-Sac	3.2	6-Conservation
June 28	Sac-Lax-Bur-Sac	2.6	2-Health&Welfare
		30.1	

June Total Flight Hours

30.1

Contract Guarantee of 33.3

\$16,621.00

16621.00

Excess Flt. Hours

0

TOTAL AMOUNT DUE

\$16,621.00

Hours brought forward for credit

3.2

Total Annual Hours to Date

269.7

15022.7

APPROVED

DEPARTMENT OF GENERAL SERVICES
FLEET ADMINISTRATION DIVISION

JUL 5 - 1973

Date

[Signature]
AIR 1 CONTRACT

- Our Safety Record Is No Accident -



UNION
FLIGHTS



Municipal Airport, Sacramento, California 95822 (916) 421-8531

State of California
Department of General Services

Inv. #ES-104

Attn: Mr. A. A. Himmah, Budget Officer Contract Ref: AIR-1
915 Capitol Avenue
Sacramento, California 95814

June 1, 1973

DATE	FLIGHT DESCRIPTION	FLIGHT HOURS	PASSENGER ALLOCATION
May 1	✕ Sac-Lax-Sac	2.4	5-Gov. Ofc.
" 2&3	✕ Sac-San-Lax-Sac-Smf	3.3	4-Gov. Ofc.
" 4	✕ SMf-Sac-Lax	1.2	5-Gov. Ofc.
" 4	Lax-Pms-Sac	2.1	1-Health&Welf.
" 5&7	✕ Sac-Smf-Oak-Mry-Sfo-Sac	1.4	1-Gov. Ofc.
" 8	Sac-Reno-Slc-Sme	3.6	4-Agri. Service
" 11	Smf-Vcr-Sac	2.4	6-Food&Agri.
" 11	Sac-Slc-Reno-Sac	3.4	4-Agri. Service
" 14	✕ Sac-Lax-Sac	2.4	3-Fov. Ofc.
" 14	✕ Sac-Sfo-Sac	.7	1-Gov. Ofc.
" 15	✕ Sac-Sbp-Sac	1.6	6-Gov. Ofc.
" 16	✕ Sac-Lax-Sac	2.5	3-Gov. Ofc.
" 17	Sac-Lax-Sna-Smf-Sac	3.0	5-Health&Wel.
" 18	✕ Sac-Sfo-Lax-Sac	2.7	3-Gov Ofc.
" 19	Sac-Oxn-Sac	2.3	2-Health&Wel.
" 21	Sac-SantaAna-Sac	2.6	3-Health&Wel.
" 21	✕ SAna-Lax-Ccd-Sac-Sna	3.1	4-Gov. Ofc.
" 22	Sac-Bur-Sac	2.2	4-Health&Wel.
" 23	✕ Sac-Lax-Sac	2.4	5-Gov. Ofc.
" 24	✕ Sac-Lax-Npa-Lax-Sac	5.2	3-Gov. Ofc.
" 25	Sac-San-Lax-Sac	3.3	6-Health&Wel.
" 26	Sac-Sna-Sac	2.6	2-Mental Hyg.
" 29	✕ Sac-Lax-Sac	2.4	4-Gov. Ofc.
" 31	✕ Sac-Lax	1.4	5-Gov. Ofc.
		<u>60.2</u>	

May Total Flight Hours
Contract Guarantee of 33.3 hours
Excess Flt. Hours of 26.9 @ \$498.63
Total Amount Due

60.2 hours
\$16,621.00
13,413.15
\$30,034.15

Hours Brought Forward for Credit

-0-

Total Annual hours to date

239.6

APPROVED
DEPARTMENT OF GENERAL SERVICES
FLEET ADMINISTRATION DIVISION

JUN 6 1973

- Our Safety Record Is No Accident -

[Signature]
AIR-1 Team



Municipal Airport, Sacramento, California 95822 (916) 421-8531

State of California
Department of General Services
Attn: A. Himmah, Budget Officer
915 Capitol Avenue
Sacramento, California 95814

Inv. #ES103

Contract Ref: AIR-1

May 1, 1973

DATE	FLIGHT DESCRIPTION	FLIGHT HOURS	PASSENGER ALLOCATION
April 3	Sac-Lax-Sac	2.4	6-Gov Ofc.
" 4	Sac-Lax-Sac	2.4	4-Gov Ofc.
" 5	Sac-Lax-Sac	2.4	6-Gov Ofc.
" 6	Sac-Lax-Sfo-Sac	2.7	7-Gov Ofc.
" 7	Sac-SloughHouse-Sjc-Sac-		
	Sjc-Sac	1.6	6-Gov Ofc.
" 10	Sac-SFO-Sac	.8	2-Gov Ofc.
" 11	Sac-Lompoc-Sac	1.9	4-Gov Ofc.
" 13	Sac-Fresno-Bur-Sac	2.6	6-Gov Ofc.
" 14	Sac-Lax-Phx-Sac	4.3	4-Gov Ofc.
" 17	Sac-Phx-Lax-Phx-Sac	6.7	3-Gov Ofc.
" 22	Sac-Phx-Lax-Sac	4.4	5-Gov Ofc.
" 23	Sac-Lax-Sac	2.3	3-Gov Ofc.
" 26	Sac-GrissyFld-Sfo-Sac	1.0	1-Health&Welfare
" 27	Sac-Tij-Sfo-Sac	3.6	2-Lt.Gov Ofc.
" 27	Sac-Lax-Mer-Sac	2.5	6-Gov Ofc.
		<u>41.6</u>	

April Total Flight Hours	41.6 hours
Contract Guarantee of 33.3 hours	\$16,621.00
Excess Flt Hours of 8.3 @ \$498.63	4,138.63
Total Amount Due	<u>\$20,759.63</u>

Hours brought forward for credit -0-

Total Annual Hours To Date 179.4 hours

APPROVED
DEPARTMENT OF GENERAL SERVICES
FLEET ADMINISTRATION DIVISION

MAY 9 1973

Date
By

- Our Safety Record Is No Accident -



UNION
FLIGHTS



Municipal Airport, Sacramento, California 95822 (916) 421-8531

State of California
Department of General Services
Attn: A. D. Motes, Comptroller
915 Capitol Avenue
Sacramento, California 95814

Inv. #ES102

Contract Ref: AIR-1

April 2, 1973

DATE	FLIGHT DESCRIPTION	FLIGHT HOURS	PASSENGER ALLOCATION	AIRPORT FEES	CREW EXPENSES
3/1/73	SAC OXN SAC	2.4	3-Health & Welfare		
3/1/73 X	SAC LAX SMF SAC	2.7	3-Governor's Office		
3/2/73	SAC TRM SFO SAC	3.3	6-Water Resources		
3/5/73 X	SAC LAX SAC	2.4	3-Governor's Office		
3/6,7/73 X	SAC LAX SFO SAC	2.9	4-Governor's Office		50.13 RON
3/8/73 X	SAC LAX MRY SAC SBA SAC	5.0	3-Governor's Office		
3/9/73 X	SAC LAX SAC	2.4	6-Governor's Office		6.00
3/12/73 X	SAC LAX SAC	2.3	2-Governor's Office		
3/12/73 X	SAC LAX SAC	2.5	4-Governor's Office		6.00
3/14/73 X	SAC LAX SAC	2.3	6-Governor's Office		9.00
3/16/73	SAC VTA SD SAC	3.1	3-Genl. Services		7.60
3/20/73 X	SAC EUR SAC	1.6	3-Governor's Office		
3/21/73	SAC BUR SAC	2.4	3-Health & Welfare		11.00
3/22/73 X	SAC SBA SAC	2.1	3-Governor's Office		6.00
3/23/73 X	SAC SLO SAC SLO LAX SLO LBG SAC	5.4	11-Governor's Office		15.00
3/26/73 X	SAC LAX SAC	2.3	4-Governor's Office		
3/27/73 X	SAC LAX SAC	2.5	5-Governor's Office		8.00
3/29/73 X	SAC LAX SFO SAC	2.8	5-Governor's Office		7.80
3/30/73 X	SAC SBA SAC	2.4	0-Governor's Office		
3/31/73 X	SAC LAX SAC	2.5	5-Governor's Office		12.00
		<u>55.3</u>			<u>\$138.53</u>

Contract Guarantee of 33.3 Flight Hours
Excess Flight Hours of 22 @ \$498.63
Crew Expenses for March

TOTAL AMOUNT DUE

Hours to be Bwt Fwd for Credit

Total Annual Hours to Date

0

137.8

- Our Safety Record Is No Accident

\$16,621.00

10,969.86

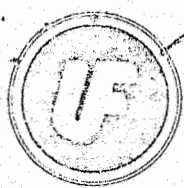
138.53

\$27,729.39

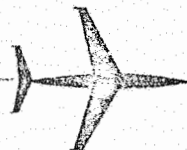
to be billed
separately

Approved:

Handall



**UNION
FLIGHTS**



NOTE: See following invoices
for billing details.

Municipal Airport, Sacramento, California 95822 (916) 421-8531

State of California
Department of General Services
Attn: A. D. Motes, Comptroller
915 Capitol Avenue
Sacramento, California 95814

Inv. #ES101

Contract Ref: AIR-1

March 1, 1973

DATE	FLIGHT DESCRIPTION	RON	LANDING OR PARKING FEES	SECURITY CHARGES	FLIGHT HOURS
2/2/73 X	Sac-LVegas-Sac	5325			✓ 2.5
2/3/73 X	Sac-LAX-Sac	5326			✓ 2.5
2/5/73	Sac-FNO-Sac	5327			✓ 1.1
2/6/73	Sac-RNO-Sac	5329			✓ 1.0
2/6/73 X	Sac-LAX-Sac	5328			✓ 2.6
2/8/73 X	Sac-Lax-ElCentro-PSprings-Bkfld-SMonica-SanLuis-SMonica-Modesto-Sac				✓ 4.9
2/9/73 X	Sac-SMonica-Burbank-SMonica				✓ 1.6
2/9/73 X	SMonica-Sac				✓ 1.4
2/9/73 X	Sac-SFran-Lax-Sac				✓ 2.9
2/12/73 X	Sac-Oak-SMonica-Lax-Sac				✓ 2.8
2/13/73 X	Sac-Lax-Sac-Lax-Sac				✓ 4.7
2/14/73 X	Sac-Lax-Sfo-Sac-PSprings-Sac				✓ 5.6
2/15&16 X	Sac-SDiego-Lax-Sac	RON			✓ 3.1
2/20/73 X	Sac-Lax-Sac				✓ 2.4
2/21/73	Sac-Oxn-Sac				✓ 2.3
2/23/73 X	Sac-Fat-Lax-Sba-Sac				✓ 2.9
2/27/73	Sac-Acv-Rbl-Sac				✓ 1.8
2/28/73	Sac-Bur-Sac				✓ 2.5

February Total Flight Hours

48.6

Contract Guarantee of 33.3 Hours

16,621.00

Excess Flt. Hrs. of 15.3 @ \$498.63

7,629.04

Total Amount Due

\$24,250.04

Hrs. Brought Fwd For Credit

0

Total Annual hrs. to Date

82.5

APPROVED

DEPARTMENT OF GENERAL SERVICES

TELEPHONE ROOM

FLEET ADMIN

MAR 7 1973

Service Revolving Fund

ACCOUNTING CODES

ACTIVITY

5	9	90	2	64	00	24,250.04	acc'd to No Accident -
---	---	----	---	----	----	-----------	------------------------

By *[Signature]*

[Handwritten signature]

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5325

DATE 2-2-73

BILL TO Governor's Office

PASSENGERS Governor
ARCHER & Mrs MOORE (W. Virginia Gov.)
MR. GUTHRIE MR. LBY

AIRCRAFT CITATION 315T

DEPARTURE		ARRIVAL		FLIGHT TIME
HOUR	AIRPORT	HOUR	AIRPORT	
832 (23.2)	SAC		LAS VEGAS	
	LAS VEGAS	85.7	0705 SAC	2.5

Total Flight Hours 2.5

@ _____ Per Hour

Total Pilot Hours _____

@ _____ Per Hour

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.)

Meal Allowance

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST

REMARKS: Coffee @ SAC .50

Ice " .50

\$1.00

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

5326

DATE 2-3-

BILL TO Governor's Office

PASSENGERS Gov REAGAN & 2

AIRCRAFT CITATION 315T

DEPARTURE		ARRIVAL		FLIGHT TIME
HOUR	AIRPORT	HOUR	AIRPORT	
1105	SAC		LAX	
	LAX	14.35	08.2 SAC	

Total Flight Hours 2.5

@ _____ Per Hour

Total Pilot Hours _____

@ _____ Per Hour

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.)

Meal Allowance

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST

REMARKS:

Coffee

F 5327

DATE 2-5-73

Health and Welfare

PASSENGERS DR. BRIANS, MR. CUNEO MR. TOMS
GRACE

FLIGHT CITATION N 315T

DEPARTURE			ARRIVAL		
FLIGHT	AIRPORT	HOUR	AIRPORT	FLIGHT	TIME
5	88.2 SAC	0940	FND	35	
0	FND	1440	89.3 SAC	30	

Total Flight Hours 1.6

@ _____ Per Hour \$ _____

Total Pilot Hours _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night 2 lunches \$ 6.00
(5:00 P.M. to 7:00 A.M.)

Meal Allowance coffee \$.75

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

PILOT A E Parks

DATE 6 Feb 5328

BILL TO Sacramento's Office

PASSENGERS Gov Reagan, Mrs REAGAN
+ 4 Security

AIRCRAFT Citation 315T

DEPARTURE			ARRIVAL		
FLIGHT	AIRPORT	HOUR	AIRPORT	FLIGHT	TIME
0745	89.3 SAC	0940	90.7 LAX		
	LAX	11:10	(91.9) SAC		

Total Flight Hours 2.6

@ _____ Per Hour \$ _____

Total Pilot Hours _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night \$ _____
(5:00 P.M. to 7:00 A.M.)

Meal Allowance coffee \$.75

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

CUSTOMER X PILOT [Signature]

UNION FLIGHTS EXECUTIVE AIRPORT
SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5329

DATE 2-6-73

BILL TO DEPT OF GEN SERVICES
915 CAPITOL MALL 95814

PASSENGERS LARRY ROBINSON - D. KENDALL
V. MILLER
T. CLAYTON

AIRCRAFT CITATION N31ST

DEPARTURE			ARRIVAL		FLIGHT TIME
JR	AIRPORT	HOUR	AIRPORT		
91.9	(1205) SAC	1235	RNO		30
1550	RNO	1620 (92.9)	SAC		30

Total Flight Hours 1.0
@ Per Hour \$

Total Pilot Hours
@ Per Hour \$

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$

Meal Allowance \$

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$

REMARKS:

CUSTOMER X PILOT R.E. Parker

UNION FLIGHTS
SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

DATE 2-9-

BILL TO Mac Off

PASSENGERS WALKER, SEN. HARMER,
ROB'T. GRAHAM, WM. BURNETT, FRED W.
NELSON WHITELEY

AIRCRAFT CITATION N31ST

DEPARTURE			ARRIVAL		FLI TI
HOUR	AIRPORT	HOUR	AIRPORT		
0700	97.8 SAC	0740	SMF		
	SAC - Metro		BUR		
	BUR	1000 (99.4)	SMD		

Total Flight Hours 1.6 ✓

@ Per Hour \$

Total Pilot Hours \$

@ Per Hour \$

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$

Meal Allowance \$

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$

REMARKS:

CUSTOMER X PILOT R.E. Parker

F 5331

DATE 2-8-73

BILL TO Mr. Ope

PASSENGERS R. MORETTI, MIKE BROWN

AIRCRAFT CITATION N31ST

DEPARTURE			ARRIVAL		FLIGHT TIME
H	AIRPORT	HOUR	AIRPORT		
7:40 (92.9)	SAC		LAX		
	LAX		EL CENTRO		
	EL CENTRO		PALM SPRINGS		
	PALM SPRINGS		SBA		
	SBA		SMA		
	SMA		SLO		
	SLO		SMA		
	SMA		NOVATO		

Total Flight Hours (CONT)

@ _____ Per Hour \$ _____

Total Pilot Hours _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night (5:00 P.M. to 7:00 A.M.) cont. see next page \$ _____

Meal Allowance \$ _____

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

CUSTOMER X PILOT R. E. Parks

5332

DATE 2-8-

BILL TO Mr. Ope

PASSENGERS MIKE BROWN

AIRCRAFT CITATION N31ST

DEPARTURE			ARRIVAL		FLIGHT TIME
HOUR	AIRPORT	HOUR	AIRPORT		
	NOVATO	17:35 (97.8)	SAC		

Total Flight Hours 4.9

@ _____ Per Hour \$ _____

Total Pilot Hours _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night (5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance 2 lunches \$ 6.00

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

CUSTOMER X PILOT R. E. Parks

F 5334

DATE 2-9-73

TO Mr. Cfc

SENGERS Dr. STUBBLEBINE
MR FRED CHRISTENSEN
MR VINCE VANDRE

CRAFT CITATION N31ST

DEPARTURE		ARRIVAL		FLIGHT TIME
OUT	AIRPORT	HOUR	AIRPORT	
135	(99.4) SMO	12:00	(100.8) SAC	

Flight Hours 1.4

@ _____ Per Hour \$ _____

Pilot Hours _____

@ _____ Per Hour \$ _____

Night Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Allowance \$ _____

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

OWNER X PILOT A.E. Parks

5335

F

DATE 2-9-

BILL TO Mr. Cfc

PASSENGERS Gov REAGAN + 2
Ed REINEKE

AIRCRAFT CITATION

DEPARTURE		ARRIVAL		FLIGHT TIME
HOUR	AIRPORT	HOUR	AIRPORT	
20:55	100.8 SAC		SFO	
	SFO		LAX	
	LAX	0845(103.7)	SAC	

Total Flight Hours 2.9

@ _____ Per Hour \$ _____

Total Pilot Hours _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance \$ _____

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

CUSTOMER X 05000

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5336

DATE 2-12-73

TO Gov Ofc

PASSENGERS MIKE DEANER ~~MIKE DEANER~~
Ed Hickey Gov + Mrs Reagan
JOHN CARBONI; LES SHERWOOD
CRAFT CITATION N31ST

DEPARTURE			ARRIVAL		FLIGHT TIME
OUR	AIRPORT	HOUR	AIRPORT		
50	(103.7) SAC		OAK		
	OAK		SMO		
	SMO		LAX		
	LAX	16:15 (106.5)	SAC		

Flight Hours 2.8

@ _____ Per Hour

Pilot Hours 2 B.P.F.
2 lunches

@ _____ Per Hour

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.)

Allowance

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST

RKS:

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

5337

F

DATE 13 Fe

BILL TO Gov Ofc

PASSENGERS Gov & Mrs Reagan
Ed Meese

Ed Hickey, Rudy Garcia, + 2 security
AIRCRAFT Citation 31ST

DEPARTURE			ARRIVAL		FLIGHT TIME
HOUR	AIRPORT	HOUR	AIRPORT		
1440	Hobbs 106.5 SAC		LAX		
	LAX		SAC		
	SAC		LAX		
	LAX		SAC Hobbs 1112	2300	

Total Flight Hours 4.7

@ _____ Per Hour

Total Pilot Hours

@ _____ Per Hour

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.)

Meal Allowance

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST

2 Dinners \$ 9.00

REMARKS:

CUSTOMER X

PILOT

F 5338

DATE 2-14-73

TO

Gov Ofc

PASSENGERS *Gov Reagan, Dr. Friedman*
Mr Rowley, 93 Security

CRAFT *CITATION 31ST*

DEPARTURE			ARRIVAL		FLIGHT TIME
DATE	AIRPORT	HOUR	AIRPORT		
2-20	(116.2) SAC		LAX		
	LAX		SFO		
	SFO		SAC		
	SAC		PMS		
	PMS	1610	116.8	SAC	

Flight Hours *5.6*

@ Per Hour

Pilot Hours

@ Per Hour

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.)

Allowance

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST

REMARKS:

Breakfast (2) \$2.50
Charge at North American
Rolls & Coffee as requested
Plus more coffee at SAC in PM
Rockwell for \$4.50

5339

F

DATE *2-15-73*
16

BILL TO

Gov Ofc

PASSENGERS *Gov Reagan Sen Harmer*
Ed Hickey Dale Rowley

AIRCRAFT *CITATION N31ST*

DEPARTURE			ARRIVAL		FLIGHT TIME
DATE	AIRPORT	HOUR	AIRPORT		
2-15	(117.3) SAC		SAN.D		
	SAN DIEGO		LAX		
	LAX	1320	(120.4) SAC		

Total Flight Hours *3.1*

@ Per Hour

Total Pilot Hours

@ Per Hour

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.)

Meal Allowance

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST

REMARKS:

Hotel Invoice 38.52
Dinner, Breakfast & Tips 13.30
Transportation (Hotel) 2.00
2 APU Starts 4.00
Coffee 5.00
59.82

RON

F 5340

DATE 20 Feb

Law Ofc

G Miller Gov + Mrs Reagan
John H. Carbone

Citation 315T

DEPARTURE		ARRIVAL		FLIGHT TIME
AIRPORT	HOUR	AIRPORT	HOUR	
SAC	0750	LAX		
LAX	1228	SAC	1140	

Flight Hours 2.4 ✓

Per Hour \$

Lot Hours \$

Per Hour \$

Overnight Charge @ \$25.00 Per Night (5:00 P.M. to 7:00 A.M.) \$

Meal Allowance \$

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$

Charges: Coffee + Donuts SAC 1.25
Coffee @ LAX .50
1.75

[Signature]

DATE 21 Feb 5342

BILL TO O.E.S.

PASSENGERS H Temple W Kroniak
G Larkin R Barrows
R Adams E Orme

AIRCRAFT Citation 315T

DEPARTURE		ARRIVAL		FLIGHT TIME
HOUR	AIRPORT	HOUR	AIRPORT	
<u>1228</u>	<u>1020 SAC</u>		<u>Oxn</u>	
	<u>Oxn</u>	<u>1251</u>	<u>SAC</u>	<u>2.3</u>

Total Flight Hours

@ Per Hour \$

Total Pilot Hours

@ Per Hour \$

Overnight Charge @ \$25.00 Per Night (5:00 P.M. to 7:00 A.M.) \$

Meal Allowance 2 lunches \$ 6.00

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$

REMARKS: Coffee @ SAC .60

CUSTOMER ☒ PILOT *[Signature]*

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5343

DATE 23 Feb

Mr. Cye

NGERS Gov. Reagan & 2 security Mike Deaver
Sen Harmer

RAFT Citation 31ST

DEPARTURE	ARRIVAL	FLIGHT
OUR	AIRPORT	TIME
75	SAC 125.1	FAT
	FAT	LAX
	LAX	SBA
	SBA	1835 SAC 1280

Total Flight Hours Hobbs 2.9 ✓

Per Hour

\$

Total Pilot Hours

@ Per Hour

\$

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.)

Meal Allowance

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST

\$

REMARKS:

Coffee @ SAC 1.50

"

LAX 1.25

1.25

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5344

DATE 2-2

BILL TO State Conservation Dept

PASSENGERS HUNTER GLADSBY

AIRCRAFT CITATION 31ST

DEPARTURE	ARRIVAL	FLIGHT
HOUR	AIRPORT	TIME
1050	128.0 SAC	ACV
	ACV	RBL
	RBL	1735 (129.8) SAC

Total Flight Hours 1.8 ✓

@ Per Hour

\$

Total Pilot Hours

@ Per Hour

\$

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.)

Meal Allowance

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST

\$

REMARKS:

(ASP)

Ice

2 lunches

74

4.50

F 5345

DATE 28 Feb

BILL TO Dept Health & Welfare

PASSENGERS Dr Brions + 4 BUR
" + 3 SAC

AIRCRAFT Citation 315T

DEPARTURE		ARRIVAL		FLIGHT TIME
HOUR	AIRPORT	HOUR	AIRPORT	
1298	SAC 0805		BUR 0915	
	BUR 1635	1328	SAC 1705	
				2.5

Total Flight Hours 2.5 ✓

@ _____ Per Hour \$ _____

Total Pilot Hours _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance 2 lunches \$ 5.50

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: Coffee @ SAC .50

" " BUR .50

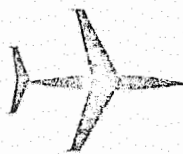
T.O.M.

CUSTOMER X

PILOT



**UNION
FLIGHTS**



NOTE: See following invoices
for billing details.

Executive
~~Manager~~ Airport, Sacramento, California 95822 (916) 421-8531

State of California
Department of General Services
Attn: A. D. Motes, Comptroller
915 Capitol Avenue
Sacramento, California 95814

Inv. #ES100

Contract Ref: AIR-1

February 1, 1973

DATE	FLIGHT DESCRIPTION	RON	LANDING OR PARKING FEES	SECURITY CHARGES	FLIGHT HOURS
1/1/73	Sac-LTA-Sac				.7
1/2/73	Sac-Vicinity-Sac				.4
1/3/73	Sac-LA-Sac				2.4
1/4/73	Sac-Oak-Sac-LA-Oak-Sac				3.3
1/8/73	Sac-LA-Sac				2.5
1/10/73	Sac-Fresno-Sac				1.2
1/11/73	Sac-Burbank-Sac				2.4
1/12/73	Sac-SF-Sac				.7
1/14/73	Sac-LA-Bur-Sac				2.9
1/17/73	Sac-LA-Sac				2.7
1/18/73	Sac-Bkfd-Sac				1.6
1/22/73	Sac-LA-Sac				2.6
1/23/73	Sac-LA-Sac				2.4
1/24/73	Sac-SF-Sac				.7
1/28/73	Sac-LA-Cam Pk-Sac				2.6
1/30/73	Sac-LA-Sac				2.4
1/31/73	Sac-LA-Sac				2.4
January Total Flight Hours					33.9
Contract Guarantee of 33.3 Hours				\$16,621.00	
Excess Flight Hours of .6 @ \$498.63				299.18	
TOTAL AMOUNT DUE				\$16,920.18	

Hours to be Brt. Fwd. for Credit

Total Annual Hours to Date

APPROVED
DEPARTMENT OF GENERAL SERVICES
TRANSPORTATION SERVICE

0

33.9

FEB 5 1973
Date
[Signature]

- Our Safety Record Is No Accident -

(1)

UNION FLIGHTS EXECUTIVE AIRPORT
SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5403

DATE 1/2/73

BILL TO _____

PASSENGERS 6 Passengers
Gen'l. Lewis + Joe Office Ref: Mike Deaver

AIRCRAFT Cessna Citation

DEPARTURE		ARRIVAL		FLIGHT TIME
Hobbs HOUR	AIRPORT	Hobbs HOUR	AIRPORT	
<u>4:23</u> <u>(11:20 AM)</u>	<u>LGA</u>	<u>5:00</u> <u>(12:00 PM)</u>	<u>LGA</u>	<u>7</u>

Total Flight Hours 7
@ _____ Per Hour \$ _____

Total Pilot Hours _____
@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance \$ _____

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

CUSTOMER [Signature] PILOT _____

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5405

DATE 1/3/73

TO _____

SENTERS Lt. Col. Reineke, Vern Orr, Ed Meese,
in Livingston, Jim Jenkins

CRAFT Cessna Citation N31ST

DEPARTURE OUR	AIRPORT	Hobbs HOUR	ARRIVAL AIRPORT	FLIGHT TIME
<u>04</u>	<u>Sacto</u>		<u>LA</u>	
<u>(0)</u>	<u>LA</u>	<u>528</u>	<u>Sacto</u>	

Total Flight Hours 2.4

@ _____ Per Hour \$ _____

Total Pilot Hours _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) 2 Dinners \$ 8.80

Meal Allowance

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

PILOT [Signature]

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5404

DATE 1/2/73

BILL TO Acil

PASSENGERS 6 Passengers - Hummer
Ref. John Burge, Dulles

AIRCRAFT Cessna Citation

DEPARTURE OUR	AIRPORT	Hobbs HOUR	ARRIVAL AIRPORT	FLIGHT TIME
<u>15</u>	<u>Sacto</u>		<u>Local</u>	
<u>50.0</u>	<u>Sacto</u>	<u>50.4</u>	<u>Sacto</u>	

Total Flight Hours 4

@ _____ Per Hour \$ _____

Total Pilot Hours _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.)

Meal Allowance

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

PILOT [Signature]

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5407

DATE 1/8/73

LL TO _____

PASSENGERS Gov. Reagan, 2 Security men

AIRCRAFT Cessna 500 N31ST

DEPARTURE Hobbs HOUR	AIRPORT	ARRIVAL Hobbs HOUR	AIRPORT	FLIGHT TIME
56.1	Sac		LA	
11:00	LA	58.6	Sac	
		11:00		

Total Flight Hours 2.5
@ _____ Per Hour \$ _____

Total Pilot Hours _____
@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance \$ _____

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

Gov

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5406

DATE 1/4/73

BILL TO _____

PASSENGERS John Vukasin, Mike Deaver, Ned Hutchinson, Ed Meese

AIRCRAFT Cessna 500 N31ST

DEPARTURE Hobbs HOUR	AIRPORT	ARRIVAL Hobbs HOUR	AIRPORT	FLIGHT TIME
52.8	Sacto		Oak	
11:00	Oak		Sacto	
	Sac		LA	
	LA		Oak	
	Oak	56.1	LA	
		11:00		

Total Flight Hours 3.3
@ _____ Per Hour \$ _____

Total Pilot Hours _____
@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance 2 Dinners \$ 9.60

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

Gov. Off.

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5409

DATE 1/11/73

LL TO _____

PASSENGERS Gov. + Mrs. Reagan, 2 Security,
Bob Walker, - Senator Harmer

AIRCRAFT Cessna 500 N31ST

DEPARTURE Hobbs HOUR	AIRPORT	ARRIVAL Hobbs HOUR	AIRPORT	FLIGHT TIME
59.8	Sac		Burbank	
	Bur	622	Sac	

Total Flight Hours 2.4

@ _____ Per Hour \$ _____

Total Pilot Hours _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance \$ _____

NOTE: A breakfast charge of \$1.25 is
made on any flight originating be-
fore 6:30 A.M. A dinner charge of
\$3.00 is made on any flight return-
ing to base after 6:30 P.M.

TOTAL COST \$ _____

MARKS: _____

STOMES  PILOT

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5408

DATE 1/10/73

BILL TO LG

PASSENGERS B Christensen

AIRCRAFT Cessna 500 N31ST

DEPARTURE Hobbs HOUR	AIRPORT	ARRIVAL Hobbs HOUR	AIRPORT	FLI TIME
58.6	Sac		Fresno	
(1210)	Fresno	59.8	Sac	
		(1120)		

Total Flight Hours 1.2

@ _____ Per Hour \$ _____

Total Pilot Hours _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance \$ _____

NOTE: A breakfast charge of \$1.25 is
made on any flight originating be-
fore 6:30 A.M. A dinner charge of
\$3.00 is made on any flight return-
ing to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

CUSTOMER  PILOT

Agg
AGR.

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5411
DATE 1/14/73

BILL TO _____

PASSENGERS Gov. Reagan, 2 Security

AIRCRAFT Cessna 500 N31ST

DEPARTURE		ARRIVAL		FLIGHT TIME
HOUR	AIRPORT	HOUR	AIRPORT	
62.9 (1230)	Sac LA Bur	658 (1712)	LA Burbank Sac	

Total Flight Hours 2.9
@ _____ Per Hour \$ _____

Total Pilot Hours _____
@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance \$ _____

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

900

TOTAL COST \$ _____

REMARKS: _____

CUSTOMER [Signature] PILOT [Signature]

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 541
DATE 1/12/73

BILL TO _____

PASSENGERS Ned Hutchinson

AIRCRAFT Cessna 500 N31ST

DEPARTURE		ARRIVAL		FL T.
HOUR	AIRPORT	HOUR	AIRPORT	
62.2 (1141)	Sac S.F.	629 (1141)	S.F. Sac	

Total Flight Hours 7
@ _____ Per Hour \$ _____

Total Pilot Hours _____
@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance \$ _____

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

900

TOTAL COST \$ _____

REMARKS: _____

CUSTOMER [Signature] PILOT [Signature]

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5413
DATE 1/18/73

ALL TO _____

PASSENGERS Dr. Earl Brian, Gary Cuneo,
Tony Browne

AIRCRAFT Cessna 500 N31ST

DEPARTURE Hobbs HOUR	AIRPORT	ARRIVAL Hobbs HOUR	AIRPORT	FLIGHT TIME
18.5	Sac		Bakersfield	
	BKFD	70.1	Sac	

Total Flight Hours 1.6

@ _____ Per Hour \$ _____

Total Pilot Hours _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance \$ 4.40

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5412
DATE 1/17/73

BILL TO _____

PASSENGERS Gov Reagan, N. Hutchinson,
H. Ellingwood, E. Hickey, Mrs Hickey

AIRCRAFT Cessna 500 N31ST

DEPARTURE Hobbs HOUR	AIRPORT	ARRIVAL Hobbs HOUR	AIRPORT	FLIGHT TIME
65.8	Sac		LA	
(1720)	LA	68.5	Sac	

Total Flight Hours 2.7

@ _____ Per Hour \$ _____

Total Pilot Hours _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance \$ 9.90

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

CUSTOMER _____

F 5415

DATE 1/23/73

LL TO

PASSENGERS Gov. Reagan, 1 Sherwood,
D. Le Blanc, Arnold

AIRCRAFT Cessna 500 N31ST

DEPARTURE	ARRIVAL	FLIGHT
Hebbs	Hebbs	TIME
HOUR	HOUR	
AIRPORT	AIRPORT	
72.7	75.1	
Sac	LA	
LA	Sac	

Total Flight Hours 2.4

@ Per Hour \$

Total Pilot Hours

@ Per Hour \$

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$

Meal Allowance 2 Dinners \$ 9.75

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$

REMARKS:

CUSTOMER PILOT

F 5414

DATE 1/22/73

BILL TO

PASSENGERS Gov. Reagan, 2 Security me

AIRCRAFT Cessna 500 N31ST

DEPARTURE	ARRIVAL	FLI
Hebbs	Hebbs	TIN
HOUR	HOUR	
AIRPORT	AIRPORT	
70.1	72.7	
Sac	LA	
LA	Sac	

Total Flight Hours 2.6

@ Per Hour \$

Total Pilot Hours

@ Per Hour \$

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$

Meal Allowance

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$

REMARKS:

CUSTOMER PILOT

F 5417

DATE 1/28/73

BILL TO _____

PASSENGERS Gov. Reagan, 2 Security

AIRCRAFT Cessna 500 N31ST

Hobbs HOUR	DEPARTURE AIRPORT	Hobbs HOUR	ARRIVAL AIRPORT	FLIGHT TIME
75.8	Sac		LA	
78.4	LA		Camden-Pack	
	CP	78.4	Sac	

Total Flight Hours 2.6

@ _____ Per Hour \$ _____

Total Pilot Hours _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance \$ _____

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

F 541E

DATE 1/24/73

BILL TO _____

PASSENGERS E. Hickey

AIRCRAFT Cessna 500 N31ST

Hobbs HOUR	DEPARTURE AIRPORT	Hobbs HOUR	ARRIVAL AIRPORT	FLIGHT TIME
75.1	Sac		San Fran	
75.8	SF		Sac	

Total Flight Hours .7

@ _____ Per Hour \$ _____

Total Pilot Hours _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance \$ _____

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

CUSTOMER _____ PILOT _____

Genl Sec
STATE POLICE
SECURITY

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5324
DATE 31 Jan 73

TO _____

PASSENGERS Gov Reagan & 2 security

AIRCRAFT Citation 31ST

DEPARTURE HOBBS HOUR	AIRPORT	ARRIVAL HOBBS HOUR	AIRPORT	FLIGHT TIME
2.5	SAC		LAX	
	LAX	8:32	SAC	
		11:00		

Flight Hours 2.4

@ _____ Per Hour \$ _____

Pilot Hours _____ \$ _____

@ _____ Per Hour \$ _____

Night Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Allowance \$ _____

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____

UNION FLIGHTS EXECUTIVE AIRPORT

SACRAMENTO, CALIFORNIA 95822
PHONE 916-421-8531

F 5323
DATE 30 Jan 73

BILL TO _____

PASSENGERS Gov Reagan, E Hickory, Ralph Tarr, John Cargone, Rudi Garask, G Miller

AIRCRAFT Citation 31ST

DEPARTURE HOBBS HOUR	AIRPORT	ARRIVAL HOBBS HOUR	AIRPORT	FLIGHT TIME
7:44	SAC		LAX	
11:00	LAX	8:05	SAC	
		11:00		

Total Flight Hours 2.4

@ _____ Per Hour \$ _____

Total Pilot Hours _____ \$ _____

@ _____ Per Hour \$ _____

Overnight Charge @ \$25.00 Per Night
(5:00 P.M. to 7:00 A.M.) \$ _____

Meal Allowance \$ _____

NOTE: A breakfast charge of \$1.25 is made on any flight originating before 6:30 A.M. A dinner charge of \$3.00 is made on any flight returning to base after 6:30 P.M.

TOTAL COST \$ _____

REMARKS: _____