

FLIGHT TIMES

Spring 2011

**THE OFFICIAL NEWSLETTER OF THE CITY OF SAN DIEGO AIRPORTS
MONTGOMERY FIELD BROWN FIELD**



DEPUTY DIRECTOR'S WELCOME

"All good things arrive unto them that wait - and don't die in the meantime"

Mark Twain

Introduction

Welcome to the first issue of the newly reinstated, revised *Flight Times*, an electronic newsletter dedicated to items of interest and perceptions, related to Brown and Montgomery Fields, and the adjacent communities. It has been a few years since the last issue of this newsletter was published, and back then it was printed on paper.

The newsletter is not the only thing that has changed. With the aid and support of the airport users and community, there have been some innovations, albeit less than celeritous in their execution. A great many of these projects were inspired by the airport users. Some were inspired by airport neighbors. Some involved high drama, for others, it seemed like low comedy. Certainly, though, all such accomplishments, large and small involved an uncommon measure of effort, time and patience. Those connected to the City airports seem to have an infinite amount of this latter virtue, to which fact, I am profoundly grateful.

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Calendar of Events:

May 13: AAC Meeting at MYF, 3:00 PM
May 16: SDM Perimeter Fence II begins
May 30: Memorial Day – City Holiday
June 14: AAC Meeting at MYF, 3:00 PM
June 30: FY11 Ends
July 1: FY12 Begins
July 4: Independence Day – City Holiday

Brown Field Electrical Upgrade Project Complete

A \$4 million FAA grant-funded Airfield Electrical Upgrade Project was recently completed at Brown Field, significantly improving safety, efficiency and reliability of the airfield lighting system. The goals of this project were to improve safety and reliability, assist pilots in differentiating Brown Field from nearby Tijuana International Airport at night, prevent runway incursions, and meet current design standards.

Improvements include:

- Runway End Identifier Lights (REIL) for Runways 8L and 26R
- Precision Approach Path Indicator lights (PAPI) for Runways 8L and 26R
- Medium Intensity Runway Lights (MIRL) for Runway 8R/26L (previously unlit)
- High Intensity Runway Lights (HIRL) for Runway 8L/26R (upgraded from MIRL)
- Distance Remaining Signs for Runway 8L/26R
- Runway Guard Lights at all runway/taxiway intersections
- Two new lighted windcones
- High-intensity Airport Beacon, relocated to the control tower
- Newly constructed electrical vault, complete with emergency back-up generator
- LED edge lights for all taxiways
- Additional floodlights at the Transient Ramp and US Customs inspection area
- Destination signs for US Customs, EAA, and Runways 26L and 26R
- New lighting control panel in the control tower



HNTB designed the project and provided consulting services during construction. Two local contractors, NEI (Nova Electric) and Select Electric, constructed the system in three phases.

Casa Machado Elevator Now Operational

The Casa Machado restaurant at Montgomery Field recently completed construction of an Americans with Disabilities Act (ADA)-compliant elevator, which provides access to the restaurant for anybody who has difficulty climbing stairs. There is a great sense of accomplishment and pride in finally being able to provide access for the many people who have, until now, not been able to enjoy good Mexican food with a great view of the airport.

Next, the restrooms will be upgraded to be ADA-compliant. These improvements are part of a long-term lease recently signed between the City and the Casa Machado.



Aircraft Spotlight

Do you desire to experience what it was like to fly during the 1920s? Would you like to see, touch, smell and hear a piece of history? Barnstorming Adventures, based at Montgomery Field, owns and operates two Travel Air 4000 aircraft that provide you with that opportunity.

Barnstorming Adventures' first Travel Air, NC674H, was built in 1929 as a Model 2000 with a 90-horsepower Curtiss OX-5, liquid-cooled, V-8 engine – the same engine that powered the famous JN-4 Jenny. NC674H was purchased by a Chicago-based detective agency after the infamous St. Valentine's Day massacre in 1929, and was used to transport a bloodhound. Just prior to WWII, the engine was upgraded to a 220-horsepower Wright J-5 Whirlwind, air-cooled, 9-cylinder radial engine, similar to the one that powered the Spirit of St. Louis. This upgrade transformed NC674H to a Travel Air 4000. After WWII, NC674H was used as a crop-duster in Texas and Oklahoma, and the J-5 engine was replaced with a 225-horsepower Continental W-670, air-cooled, 7-cylinder radial engine. The aircraft was completely restored in 1992 with an overhauled and chromed W-670 engine, factory-original blue and orange colors, a new propeller, a 3-place intercom, and dual controls.

Barnstorming Adventures acquired their second Travel Air, NC3242, in 1995. Built in 1927 as a Model 2000, NC3242 was used to transport mail with Travel Airlines, based in Atlanta, Georgia. Tennessee Power and Light Company operated the aircraft from 1937 until 1941, when it was purchased by an aero club for \$50. After WWII, and through the 1960s, NC3242 served as a crop-duster in Texas. The OX-5 engine was replaced with a 300-horsepower Lycoming R-680, air-cooled, 9-cylinder radial engine, and the wooden propeller was replaced with a Hamilton-Standard constant-speed propeller. In the early 1970s, NC3242 was moved to Idaho, where it was used for joy rides.

Today, both aircraft reside at Montgomery Field and provide adventure-seekers and history-buffs with an opportunity to re-live the early days of aviation in a fully-immersive experience. If it's a sunny day in San Diego, look up and listen for the blue and orange biplane. For more information, contact Barnstorming Adventures at (800) 759-5667.



AIRPORT NOISE BRIEFING

Pilots are reminded that noise limits are in effect at Montgomery Field. The nighttime limit of 70 decibels is in effect from 11:30 P.M. until 6:30 A.M. every day. Most aircraft departing from Runways 28R or 28L are not expected to meet that limit. Pilots are encouraged to take off after 6:30 A.M. and before 11:30 P.M. Exceeding the noise limit is a violation of City Ordinance, and may result in fines up to \$250.

The Royal Highlands neighborhood experiences many low-flying aircraft due to its location, which is less than a mile west of the airport, and just south of the Runway 28L extended centerline. In order to avoid flying directly over this neighborhood, pilots are requested to maintain runway heading until reaching 1,200 feet for single-engine piston, or 2,000 feet for twins and turbines, before making any left turn. IFR departures that turn to the assigned heading of 270 degrees immediately after takeoff will fly directly over Royal Highlands.



Serra Mesa is located immediately south of the airport and experiences overflights by helicopters and aircraft entering the left downwind for Runway 28L. Helicopter operators are reminded to fly freeway routes whenever possible, and when approaching the airport from the east or west, to remain north of Aero Drive. Fixed-wing aircraft doing pattern work are requested to use right traffic as much as possible.

Tierrasanta is located east and northeast of the airport. This community experiences overflights by aircraft approaching to land on Runways 28R and 28L, as well as, aircraft doing right-traffic pattern work for Runway 28R. When doing pattern work, pilots should keep their base turn west of Interstate 15, unless traffic or ATC instructions require extended downwinds. Low, dragged-in approaches should be avoided. For noise and safety reasons, pilots should remain at or above the ILS or VASI glideslope indicators.

For aircraft operating at Brown Field, general noise abatement procedures should be followed. There are noise-sensitive areas one mile west, a half-mile northwest, and two miles north of the airport. Jet aircraft operators are requested to use the NBAA Standard Noise Abatement Approach and Departure procedures. Propeller-driven aircraft operators are requested to use the AOPA Noise Awareness Steps.

Remember to be a good neighbor and fly quietly.

Fund Transfer

After 18 months of deliberation, the Airports Division successfully transferred \$2,810,510 from Airports Fund Balance to the Airports Enterprise Fund. This total includes \$1,610,510 for Capital Improvement Projects (CIP) and \$1,200,000 for Operations and Maintenance (O&M). A separate transfer of \$254,600 from the Fund Balance to the Airports Enterprise Fund was recently completed to cover the costs of the unbudgeted emergency restoration of the Localizer Critical Area at Montgomery Field. The FAA shut down the localizer signal on January 4 due to heavy rains. Pooling in the critical area resulted in an out-of-tolerance condition with the signal. The project was completed and the FAA restored the localizer on January 27. Each fund transfer required two trips to City Council for approval.

100th Anniversary of Naval Aviation

The U.S. Navy kicked off a year-long celebration in February commemorating 100 years of Naval Aviation. The event took place at NAS North Island, the “Birthplace of Naval Aviation,” and included static displays of current and former Navy aircraft, some of which were painted in retro paint schemes, and a Parade of Flight of more than 100 aircraft over San Diego Bay. Approximately 20 aircraft took off from Brown Field to participate in the parade. Among the aircraft were the Commemorative Air Force’s B-17 “Sentimental Journey” and B-25 “Maid in the Shade.” Rides were also offered. It was a fitting tribute to Brown Field’s history as a former Navy base.



Airports Advisory Committee Re-Established

After a year-long hiatus, and four trips to City Council, the Airports Advisory Committee (AAC) has been re-established as a permanent advisory committee in conformance with City Charter 43(a) by Ordinance O-20013, dated January 18, 2011, and a Resolution, dated April 26, 2011. The first meeting of the new AAC will be on Friday, May 13 at 3:00 P.M. at Montgomery Field. Subsequent meetings will be held on the second Tuesday of every month at the Montgomery Field Terminal, unless otherwise noted. The Mayor appointed, and Council confirmed, members are:

- Jackie Ander, representing the Serra Mesa Community
- Scott Hasson, representing the Tierrasanta Community
- Kathy Monsour, representing the Clairemont Community
- Buzz Gibbs, representing the Kearny Mesa Community
- Lisa Golden, representing the Otay Mesa Community
- Bob Hitchcock, representing the Brown Field aviation users group
- Chuck McGill, representing the Montgomery Field aviation users group
- James Aldrich, representing the Montgomery Field aviation lessees
- Buzz Fink, Special Expertise
- Rich Martindell, Special Expertise
- Kevin O'Donnell, Special Expertise
- The Brown Field aviation lessees' representative is vacant at this time

The purpose of the AAC is to:

- Serve in an advisory capacity to the Mayor and City Council on selected issues related to airport policies and development projects at Montgomery and Brown Fields.
- Provide recommendations to airport staff on selected actions that require Council approval.
- Conduct public meetings to provide a forum for, and receive input on, airport-related issues.
- Recommend methods of improving communications and relations between the member-represented communities, airport users and the City.
- Serve as liaisons between the public, airport tenants, and the City.
- Provide advice, input and support to the City's Real Estate Assets Department, Airports Division, when requested.
- The Airports Advisory Committee shall have no managerial, financial or budgetary authority.



DEPUTY DIRECTOR'S REPORT

At Brown Field (SDM) and Montgomery Field (MYF), in the last three years, this is what has been accomplished, what is in progress, and what will be done:

Completed:

General

- 04/26/11: Council passes resolution confirming 11 members of the re-established Airports Advisory Committee
- 02/09/11: Council committee hears report on City airport privatization, and declines to take further action on the matter
- 12/10/10: New MYF electronic noise system installation is completed
- 05/08: Flattop and Marigold Hangar Space procedures revised and reorganized

SDM CIP's

- 11/23/10: \$4 million Electrical Upgrade Project is completed
 - 10/09: Twy A Partial Rehabilitation (Drainage) is completed
 - 05/09: Rwy 8R/26L Partial Rehabilitation is completed
 - 01/09: Twy B Partial Rehabilitation is completed
- \$1,000,000 }

MYF CIP's

- 01/27/11: \$300,000 Localizer Site Rehabilitation is completed, ILS restored
 - 01/10: Twy F and G Partial Rehabilitation is completed
 - 05/09: Rwy 10L/28R Partial Rehabilitation is completed
- \$1,000,000 }

In Progress:

SDM CIP's

- 05/25/11: \$460,942 Fence II Project commences
- 12/10: \$950,000 Twy A Rehabilitation Design commences

MYF CIP's

- 05/18/11: \$4 million Runway 10L/28R Rehabilitation Construction Project Bid Solicitation
- 05/31/11: \$400,000 Rwy 5/23, Twy G, Rehab Design at 30%
- 05/31/11: \$450,000 Twy C, and Runup Design at 30%

What's Next:

FAA Grant Requests

SDM

- 2013-2016: *Rwy 8L/26R Rehabilitation*, \$10.1 million

MYF

- 2013: *Electronic Gate Access Control*, \$475,000
- 2013-2016: *Rwy 5/23 Rehabilitation*, \$4.8 million
- 2014-2016: *Twy C & Run Up Pads Rehabilitation*, \$1.7 million

Montgomery Field (KMYF)

3750 John J Montgomery Drive
San Diego, CA 92123

Airport Administration: (858) 573-1427
Airport Manager: (858) 573-1430
Airport Operations: (858) 573-1440
Airport Noise Abatement: (858) 573-1436



Brown Field (KSDM)

1424 Continental Street
San Diego, CA 92154

Airport Administration: (858) 573-1427
Airport Manager: (619) 424-0456
Airport Operations: (619) 424-0455
Airport Noise Abatement: (858) 573-1436



For comments or suggestions on the content or format of this newsletter, please contact the editor at:
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