

FLIGHT TIMES

Summer 2011

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



Albatross at Brown Field

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Calendar of Events:

Aug 9: AAC Meeting Canceled
Sep 5: Labor Day – City Holiday
Sep 13: AAC Meeting at MYF, 3:00 PM
Sep 30 – Oct 2: MCAS Miramar Air Show
Oct 11: AAC Meeting at SDM (*tentative*),
3:00 PM



Airports Advisory Committee

On May 13, the newly re-established Airports Advisory Committee (AAC) convened for the first time in over a year. City Clerk Liz Maland was on-hand to swear in the new committee members. Buzz Fink was voted Chairman and Chuck McGill was voted Vice-Chairman. The AAC meets the second Tuesday of every month at Montgomery Field, with one meeting at Brown Field in the Fall. The purpose of the AAC is to provide a public forum to discuss aviation-related matters concerning Montgomery and Brown Field Airports.

AIRPORT NOISE BRIEFING

Summer means warm weather and longer periods of daylight. Pilots take advantage of the extra daylight and VFR conditions by flying more often. Residents spend more time outside and leave their windows open. This translates into more people on the ground noticing the increased aircraft activity, particularly at night, when ambient noise is lower.



General noise abatement procedures should be followed at all times. Jet aircraft operators are requested to use the NBAA Standard Noise Abatement Approach and Departure procedures, while propeller-driven aircraft operators are requested to use the AOPA Noise Awareness Steps.

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 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. Certain aircraft operations, such as law enforcement and medical flights, are exempt from the noise limits.

Fixed-wing departures are requested to use Runway 28R whenever possible. Prior to making any turns, climb at best rate, while maintaining runway heading, until reaching 1,200 feet for single-engine and 2,000 feet for twins and turbines. A good aiming point is the intersection of Interstate 805 and Balboa Avenue. This procedure will reduce overflights of the Royal Highlands neighborhood, which is located just south of the extended centerline of Runway 28L. Aircraft doing pattern work are requested to use right-traffic for Runway 28R, keeping base-turns west of Interstate 15. This will help prevent overflights of Royal Highlands, Serra Mesa and Tierrasanta.

Remember to be a good neighbor and fly quietly.

Aircraft Spotlight – Cessna 170

First developed in 1948, the Cessna 170 was essentially a four-seat version of the Cessna 140, with an upgraded 145-horsepower Continental O-300 engine and larger fuel tanks. Other features of the first Cessna 170 models included fabric-covered, constant-chord wings with rounded tips and V-type wing struts. In 1949, the 170A was produced, which had an all-metal, zero-dihedral tapered wing with squared-off tips, larger flaps and a larger tail and rudder, identical to the ones used on the Cessna 195. The V-type wing strut was also replaced with a single wing strut.

In 1950, Cessna produced a modified version of the 170 for the military, the Model 305. Designated the L-19, and later O-1, the Bird Dog incorporated two seats in tandem, wing dihedral, semi-Fowler flaps, additional windows for greater visibility, a larger door to accommodate a stretcher and a more powerful engine. The Bird Dog saw extensive service in Korea and Vietnam as a forward air control and observation aircraft. On April 29, 1975, an O-1 flown by South Vietnamese Air Force Major Buang-Ly, along with his wife and five children, landed on the deck of the USS Midway, which was located in the South China Sea.



Cessna produced the 170B from 1952 to 1956. It utilized the same wing dihedral and flaps as the military version, and included other modifications to the wing and tail. In 1956, Cessna replaced the conventional landing gear configuration of the 170B with tricycle gear, gave it a square tail, and called it the 172. The rest is history. Over 5,000 Cessna 170s were built; it remains a popular tail-dragger today.



Cessna 170A at EAA, Brown Field

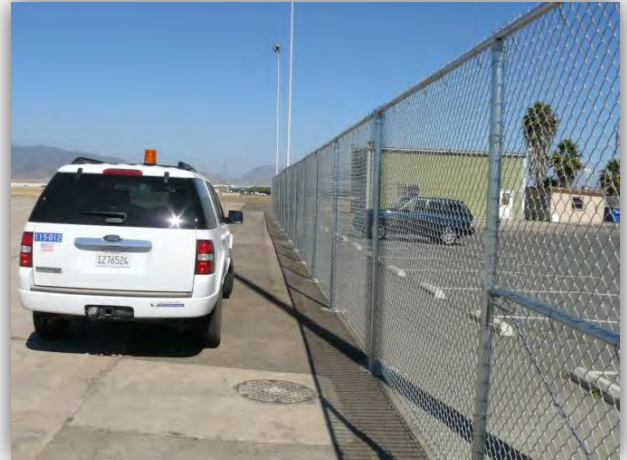
Aviation Career Education (ACE) Academy

The FAA Southern California TRACON (SOCAL) and Organization of Black Aerospace Professionals sponsored a one-week aviation day camp for 30 high school students June 20 – 24. Each day, students visited different facilities to learn about various aviation topics and career fields, including: military aviation, air traffic control, helicopter and fixed-wing pilot, aircraft maintenance, aviation weather and airport management. Sky 10, San Diego Police Air Support Unit, San Diego Fire-Rescue and Mercy Air provided helicopters and crews at Montgomery Field for Helicopter Day; the Experimental Aircraft Association Chapter 14 provided orientation flights and the US Border Patrol provided a helicopter static display at Brown Field for Pilot Day.



Perimeter Fence Project Commences at Brown Field

Phase II of the Brown Field Perimeter Fence Project began on May 23. The purpose of the project is to prevent runway incursions and enhance security by enclosing the southern perimeter of the airport. This will be accomplished by installing fencing, vehicle and pedestrian gates. A \$460,942 FAA grant is being used to fund the majority of the construction costs. Local contractor Lightning Fence was awarded the contract. Construction is expected to be completed in October. Phase I, which enclosed the north perimeter along Pogo Row, was completed in 2007.



Cessna 170 Convention

The International Cessna 170 Association (TIC170A) held its annual convention in San Diego July 10 – 15. Approximately 30 Cessna 170 aircraft flew to Montgomery Field for the event. Attendees utilized the Four Points by Sheraton Hotel, located on Montgomery Field at the corner of Aero Drive and Kearny Villa Road, for TIC170A meetings and social gatherings, and as a staging area for touring the local attractions. The last time TIC170A held its annual meeting in San Diego was 1987. For more information on TIC170A, visit www.cessna170.org.



Fire Helicopter at Brown Field

The San Diego Fire-Rescue Department's "Fire-Rescue 1" will be based at Brown Field from July through December 2011. This is in addition to "Fire-Rescue 2," which will continue to be based at Montgomery Field. Fire-Rescue 1 has a 375-gallon water tank, which can be filled in 17 seconds via snorkel by hovering over a lake or reservoir. In addition to fire-fighting services, both helicopters provide: hoist-air rescue, short-haul air rescue, offshore rescue, swift-water rescue, night vision goggle operations, patient transport, high-rise firefighting, vehicle rescue, large animal rescue, fire mapping, infrared detection, hazmat team and equipment transportation, and disaster assessment.



Capital Improvement Projects

\$8.57 million worth of grants were submitted to the FAA, per the FAA's request, on June 3, which includes:

- \$6.7 million for MYF Rwy 5/23 and Twy G Rehabilitation.
- \$475,000 for MYF security gate enhancements.
- \$298,693 for MYF Twy C Rehabilitation Design.
- \$731,500 for SDM Rwy 8L/26R Rehabilitation Design.
- \$387,452 for SDM Twy A Rehabilitation Design.

Brown Field Projects

- Design for Rwy 8L/26R Rehabilitation: Construction likely to be done in three phases, with approximately one year to get through the City's approval process; HNTB is the consultant.
- Design for Twy A Partial Rehabilitation at 50%; Atkins is the consultant.
- Construction of Perimeter Fence Phase II in progress; Lightning Fence is the contractor.

Montgomery Field Projects

- Construction for Rwy 10L/28R Rehabilitation: Estimate July 26 Council approval; Fall advertise for proposals. \$3.8 million grant.
- Design for Rwy 5/23 and Twy G Rehabilitation at 50%; Kimley-Horn is the consultant.
- Design for Twy C and Runup Rehabilitation at 40%; Atkins is the consultant.

Cessna 170 Convention Pictures



Montgomery Field (KMYF)

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San Diego, CA 92123

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