

## A Note from the Deputy Director of Airports



Dear Airport Tenants & Users,

As we approach the end of the First Quarter of FY 2017, the Airports Division remains busy planning for the future. We are about to take the contract for the Airports Master Planning consultants, C&S Companies, to the City Council for their approval. Additionally, the FY 2017 Airports Business Plan will soon be presented to the Airports Advisory Committee and then to the Council Smart Growth & Land Use Committee. We are also nearly prepared to present the commercial Minimum Standards document to the Airports Advisory Committee and ultimately to the City Council for their approval. The 15 year lease proposal was presented to the Airports Advisory Committee at their September meeting and will now be presented to the Council Smart Growth & Land Use Committee and ultimately to the City Council for their approval.



We have completed the majority of our current construction projects including the ADA restrooms at both airports, the reconstruction of the east end of Runway 26 Right at SDM, and the reconstruction of Runway 5 - 23 at MYF. The Air Operations Unit of the S.D. Fire Rescue Department has moved to the north side of MYF and is now operating out of the former FAA Flight Service Station Building. We anticipate rehabilitating the "C" Taxiway, north of Runway 28 R at MYF, this fiscal year.

The Division's staffing is nearly at 100%, as we finish the hiring process for an Airports Division Biologist who will be responsible for the care and maintenance of over 300 acres of Airports property included in the City's Multi-species Habitat Planning Area (MHPA). Much of this area includes what are premier Vernal Pool sites in the San Diego region, as well as known Burrowing Owl habitat and other environmentally sensitive habitat. Additionally, the Airports Biologist will conduct "Wildlife Hazard Assessments" at both airports, which will then allow the Division to publish FAA required "Wildlife Hazard Management Plans" for both airports. These plans will need to be implemented and monitored long term. The Biologist will ensure that the Airports Division complies with the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

I want to congratulate Wayne Reiter who just completed the final step in being designated as an "Accredited Airport Executive" (A.A.E.) by the American Association of Airport Executives (AAAE). Wayne was required to complete: 1) a 180-question, multiple-choice examination; (2) a management research paper; and (3) a final interview with a panel of A.A.E.s. Since 1954, AAAE has been committed to the advancement of aviation professionals by granting the A.A.E. designation to those who have demonstrated their ability to handle the responsibilities of airport management.

*continued on page 2*

Only about 10% of all airport executives achieve this designation. I also want to recognize Kathy Chavez, the Airports Division Administrative Aid, who was recently selected as READ's Employee of the Quarter—a well-deserved honor for a positive employee with a “can-do” attitude. Lastly, I want to welcome Rodel Riego who has taken over as the Airports Division Budget Analyst. We are very pleased to have him join our team in the management the Airports Enterprise Fund.

Please do not hesitate to contact me if you have any questions about the Airports Division or the intent of where the division is going.

Sincerely,

Rod Propst, A.A.E.  
Deputy Director, Airports



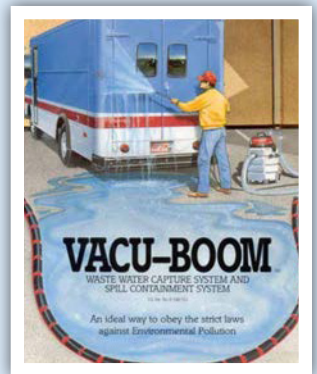
Airport Operations sampling storm water testing PH, oil and grease, MBAS (Detergents), Lead and other parameters

## Storm Water

We have all been hearing quite a bit about “storm water” rules. The new regulations have costly fines associated with anyone disposing of pollutants into the storm drain system. Yes, this pertains to you and any user of an airport. Disposing of pollutants into the storm drain includes wash water from washing your Cessna 182 or simply changing the oil on your Long-EZ outside on the ramp where rainwater could wash a spill into the storm drain.

Airport Operations has informed all the master tenants of the storm water regulations and has been educating individual subtenants as they are conducting activities on the airport. Although each land lord has listed their own individual storm water pollution prevention plan (we suggest you touch base with your land lord on the plan specific to you), here are some **helpful tips** for complying with the storm water regulations at Airports:

- ➔ **Oil Changes** - Conduct oil changes and maintenance on aircraft inside of hangars or covered areas, where rain water cannot wash spills into the storm drains.
- ➔ **Airplane Washing** - Wash your aircraft in an area designated by your land lord. This area must be away from storm drains and well contained by either berms, sand bags, booms or other means. Capture all wash water using a mop, wet/dry-vacuum or vacuum boom and dispose of in the permitted sewer system provided by your landlord.
- ➔ **Sumped Fuel** - When possible recycle sumped fuel – do not toss leaded fuel onto the ramp as the next rain will wash the lead and contaminants into the storm drain system.
- ➔ **Leaks & Spills** - Your aircraft can be a source of pollutants. Use a funnel to prevent spills and keep rags and absorbents within reach. Use drip pans, drop cloths, or containers to collect fluids when making repairs or collecting leaks.



Ideas for easy containment of wash water  
[www.vacuboom.com](http://www.vacuboom.com)



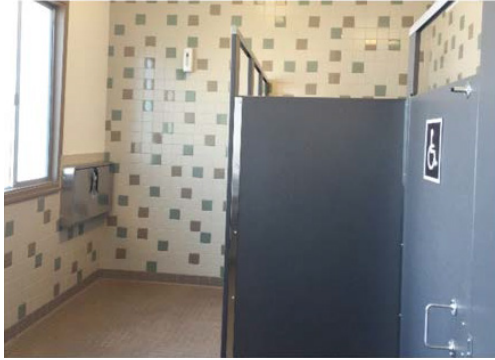
If washing near a storm drain, use covers or booms

The Airports Division is doing its part in being proactive with the storm water requirements. We sample the storm water outfalls twice a year to ensure the airports are in compliance with California Storm water parameters. You will also see us about the airport each month visually inspecting the storm drains and ramp areas as is required by the California Industrial Storm water Permit. Don't hesitate to stop by our office in the main terminal building if you have any storm water questions. Thank you for your help in controlling, containing and capturing non-storm water discharges.

# ADA Barrier Removal

On February 26th, Brown Field Airport completed its Americans with Disabilities Act (ADA) barrier removal and bathroom upgrades. The facility was the first of the two City Airports to receive the makeover and served as the model for the second phase of improvements at Montgomery. The 6-month renovation has improved accessibility and provided optimal mobility for all travelers and visitors transiting the terminal. Improvements also included enhanced paths of travel inside and outside the terminal, automatic energy efficient glass entry doors, improved signage, modern drinking fountains, new flooring, interior/exterior electrical upgrades, a fire alarm and renovated men's and women's restroom facilities.

The improvements have been well-received by tenants and users of both airports.



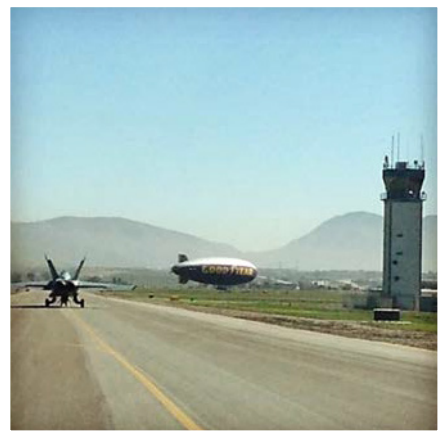
## Runway 8L/26R Rehabilitation Project, Phase One, in the Books

On June 17, 2016, after completing final inspections, Brown Field Airport Operations Staff reopened Runway 8L/26R, concluding the first phase of a two phase construction process that will repave the entire length of the airstrip. This phase was completed by Coffman Specialties in 4 months – 8 months ahead of the projected February 2017 completion target. Stage one of the restoration project rehabilitated approximately 1,600 feet of aging and distressed runway. As part of the project design, the runway remained open at a shortened length of 6,050 feet allowing Brown Field to service most of the aircraft dependent on its D-IV design category. Since reopening the runway, many pilots have reported much improved conditions and were surprised at the quick return of the strip back to full length. The project's estimated cost of \$3.9 million, was grant assisted by the FAA and Caltrans. Improvements to the runway included a new 4-inch P-401 surface asphalt course on top of a 6-inch P-403 asphalt stabilized base within the edge lines, and 2-inches of new P-401 surface asphalt course overlay extending 35-feet into the Runway Safety Area on the north side of 26R. Phase two is currently in the design phase and is hopeful to go to bid by early 2017. Stay tuned for more updates to come.





# Controller's Corner



If you read my last submission to the newsletter you will recognize a common theme – Communication and why not...

The only interaction we have with 99.9% of pilots is verbal communication, so it is important that we communicate well and understand

exactly what each of us want from one another.

The first step in good two-way communication is knowing what you want from the controller, and knowing how to ask for it. If you call Ground Control and ask to taxi out for departure, odds are you will get "(NXXX) Runway 26(R)ight taxi via Alpha." If you would prefer something different, tell us on that initial call up. Something like "Brown Ground (NXXX) at First Flight, request taxi to Runway 26 (L)eft for pattern work with information (ATIS code)," or "... to Runway 26 (R)ight at Charlie for a north bound departure with ..." Both of those calls tell us who you are, where you are, and what you want.

I'll give you an example of how that can be to your benefit.

Recently, during a busy session an aircraft requested to taxi out to the runway. No intentions were given, and

as I was busy working all positions, I did not solicit the information. My assumption (yes, I know, assumptions are bad) was a departure to the north, so I taxied the aircraft to Runway 26(R)ight via alpha. When the aircraft called ready for takeoff he then mentioned he wanted to enter the pattern. He ended up having to hold for nearly 10 minutes as I had a surge of several IFR aircraft on approaches along with several other arriving jet and multi-engine aircraft. If on initial call for taxi he had mentioned he intended pattern work, I would have taken him to Runway 26(L)eft and could have gotten him airborne almost immediately when he called ready.

A couple of things that I will stress every time - If you are given an instruction that you do not understand, please ask us for clarification! If the Tower instructs you to report over the prison and you do not know where the prison is, tell the Tower. Don't just "Roger" the instruction and try to wing it (pun intended.)

Be sure to check the ATIS. FAA regulations recommend that you get the airport ATIS before arriving and before taxiing out. Our company requires us to ensure that you have the ATIS. If you don't report with it, you will be asked for it.

I am available anytime Monday – Friday, generally from about 8:30 – 4:30. If you have any questions or concerns get a hold of me @ [Mark.Demetris@Serco-na.com](mailto:Mark.Demetris@Serco-na.com), or stop by Airport Operations and we can address it.

Mark Demetris, Air Traffic Manager, Brown Field

## Challenge Air Soaring Over Brown Field



On February 27th, San Diego Jet Center hosted the annual Challenge Air for Kids & Friends event at Brown Field. The event was founded by Rick Amber in 1993, a challenged athlete who used his celebrity to encourage children with special needs to overcome their own disabilities. Motivated by their mission statement that declares, "They exist to build confidence and self-esteem in children and youth with special needs

through the gift of flight," the free, one-day event paired 120 children with 15 volunteer pilots and aircraft from all over San Diego County for some fun in the sky. The experience also included a delicious barbecue lunch and other activities for the participants and their guest.





# Fire Reload Base at Brown Field

It's that time of year where the arid conditions in San Diego dictate a high probability that the slightest of ignition sources could set ablaze major portions of our County. This being the case, the United States Forest Service (USFS) has deployed a team to staff a Fire Reload Base (FRB) at Brown Field for 101 days with the possibility to stay through mid-November in the event of adverse seasonal conditions due to dry Santa Ana winds.

The team's mission is to provide support for the USFS Fire Attack Aircraft. Since arriving in July, the team has primarily been on standby awaiting the call to action in the event of a major operation in Southern California and to provide back-up to the FRB in San Bernardino County.

Brown Field can accommodate a wide variety of aircraft in the Forest Service's arsenal from their Single Engine Air Tankers (SEAT's) capable of loads up to 800 gallons of retardant, to tankers in the "Large" category like the BAE-146, C-130's (Non Military) RJ-85's and MD-87's capable of loads of up to 4,000 gallons. At the time of this publication the Forest Service was engaged in the Pilot and Soberanes fires with no activities in San Diego County, although two BAE-146's were deployed to Brown Field temporarily while repairs were being completed on reload equipment at San Bernardino's FRB. Due to the size and configuration of Brown Field the USFS can station 5 aircraft on the ramp if needed. Two loading pits are utilized which allow for only one aircraft to be loaded at a time, but the FRB has been allowed a Hot Load Permit which allows for quicker turn-around times for aircraft in the thick of the fight.

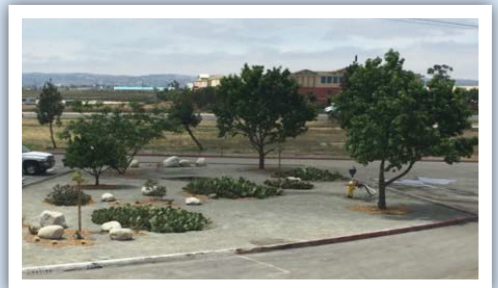


## Landscape Makeover



Due to the extended drought conditions that have plagued California over the last decade and with a clear emphasis to preserve one of our most precious resources, the City of San Diego Airports Division has answered the call to maximize water conservation efforts at both of its airports. At Brown Field in particular, Operations staff have worked in-house and in concert with assets from Aztec landscaping to facilitate the completion of multiple environmental revitalization efforts. The most recent enterprise in front of the airport's terminal building, invigorated a space that was much in need of a

makeover. The project which encompassed new with old, added a touch of renewal to the facade of the aging airfield. The project combined re-purposed drought tolerant landscape with a mix of new drought resistant vegetation, hard-scape, drip irrigation and rock decor. In addition to this restoration, other areas of the airport have been rejuvenated with applications of mulch to abate unsightly weeds and aid in the retention of moisture around plants and shrubs. We have been satisfied at the outcome of our drought strategies that have made the airport more aesthetically pleasing, modern and balanced with the modern world in which we live.







### **First Flight (619) 661-6522**

Fuel services, maintenance, hangar & ramp space, flying club

\*Fuel Prices: Jet A \$3.79 Avgas \$4.51



### **San Diego Jet Center (619) 671-9222**

Fuel & line services, hangar & ramp space, pilot's lounge

\*Fuel Prices: Jet A \$4.59 Avgas \$4.34



### **Pacific Coast Sky Dive (619) 804-1494**

Skydiving and coastal tours

[www.pacificcoastskydiving.com](http://www.pacificcoastskydiving.com)



### **Baja Air Adventures (619) 421-2235**

Air excursions into Baja California

[www.bajaairventures.com](http://www.bajaairventures.com)



### **Altitude Helicopters (619) 661-1605**

Helicopter flight training and photo flights

[www.helialtitude.com](http://www.helialtitude.com)



### **Experimental Aircraft Association Chapter 14 (619) 661-6520**

Young Eagles Program and fly-in events

\*Fuel prices subject to change.

# The Man, The Myth, The Legend!

## Mr. Bob Hoover



This summer Brown Field was pleased to host a visit from the legendary aviator Mr. Bob Hoover. Mr. Hoover is one of the world's most well-known aviators, who earned himself a seat at the table of aviation legends. His exploits include flying combat missions in two wars (WWII and Korea), the theft of a German

aircraft in order to escape a POW camp, a U.S. Air Force test pilot where he was number two pilot for the historical Bell X-1 Mach 1 test flight, civilian test pilot for the Allison Engine Company and airshow aerobatic performer extraordinaire. He has personally known some of history's most legendary aviators, including Orville Wright, Chuck Yeager, Charles Lindbergh, Cosmonaut Yuri Gagarin, and Astronaut Neil Armstrong. It's safe to say that the man knows his way around airplanes!

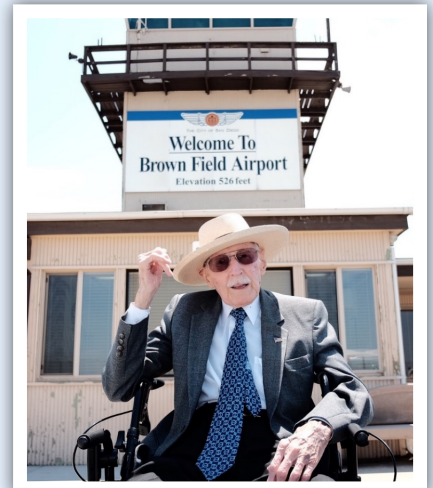
The reason for Mr. Hoover's visit to Brown Field was not only to reminisce about his time flying here during various airshows, including Airspace America in 1988, but to visit the site of one of his near fatal accidents as well. A small error by a young line service tech would inadvertently put Brown Field into the history books and change aviation manufacturing and practices forever.

During his time performing at airshows Bob was known to take patrons into his Shrike Commander after each show and perform aerobatic stunts to give them the thrill of a lifetime – these patrons would come to be affectionately known as Hoover's Heavers! During one such event at Brown Field, Bob had with him a fresh load of Heavers inside the Commander, ready for a ride. They headed full speed down 26R and after rotation proceeded to climb out to his desired altitude to start with his show. Suddenly, at approximately 300 feet above the ground both engines quit! Bob found himself suddenly in a situation no pilot ever wants to find themselves, NO ALTITUDE and NO ENGINES! Being the seasoned and talented aviator that he is, Bob knew his situation instantly and decided he could not turn back for the runway. He decided he had just enough airspeed and altitude to find a piece of open land and put the disabled aircraft down. Having no viable options for an off-airport landing he found the next best thing, the gulch located north of the airport. Since the gulch is recessed into the landscape it gave

Bob some more air between him and the ground, as well as serve as a improvised landing strip. He spotted the most usable piece of dirt which was along the side of the ravine and he put the aircraft down there wheels up! As the plane violently plowed through the side of the gulch, it finally came to a complete halt by "smacking into a huge rock!" Bob explained later that he was glad the rock was there because it seemed to be the only thing keeping the aircraft from sliding down the side of the ravine. He would further explain that after recovering from the initial shock of the impact and making sure the Heavers were ok, he recognized the distinct smell of jet fuel inside the cabin. This told him instantly what caused the accident.

You see Bob's aircraft was the piston engine version of two types of Commanders. One used aviation gasoline (AVGAS) and the other was a turbine powered or turbo-prop version which used jet fuel. The two planes look very similar and are very easy to confuse with each other. Unfortunately, the two aircraft are subject only to their specific fuel types and do not allow for mixing. It turns out that instead of refueling his aircraft with the proper type of fuel, the line technician mistakenly put jet fuel into the aircraft. Having only enough of the correct fuel in his tanks to allow for taxi and takeoff everything seemed fine up until the time of the initial climb. At that point the engines sucked in the jet fuel and subsequently quit.

After everyone returned back safely, Bob was approached by the visibly distraught line boy who Bob describes as having "tears in his eyes." Bob being the humble and encouraging person that he is, threw his arm around the boy and told him that he would be the only one to service his plane for the remainder of the event and that he wanted no one else to touch his plane! "I knew that he would take great care of my plane and not make the same mistake twice!" said Mr. Hoover. Bob would eventually use a secondary plane and finish the show and keep Hoover's Heaver's heaving. The unfolding of these events would reveal a huge problem that plagued the aviation industry for many years and it would cause significant changes to be made in how planes are manufactured and serviced. After the accident, new nozzles for jet fuel pumps,



*continued on page 8*

*continued from page 7*

dubbed “Hoover Nozzles” were manufactured to have a bell shape on the end in order to distinguish them from AVGAS pumps and to render them bigger, keeping them from fitting into the smaller fuel ports found on piston engined aircraft. Also, metal tabbed O-rings that restrict the use of the bell shaped nozzles were developed to be retrofitted to the fuel ports of Commanders and other aircraft, adding another layer of protection. Bob Hoover would be very active in sponsoring both products and advocating their usage to prevent further accidents. The “Hoover Nozzle” would later become regulation for all jet fuel pumps by the Federal Aviation Administration.



## Airports Advisory Committee Opportunity

There is an opportunity to serve on the Airports Advisory Committee (AAC) as the Brown Field aviation user group representative. The AAC meets the second Tuesday of each month at Montgomery-Gibbs Executive Airport at 3:00 PM, unless otherwise directed. The Committee advises the City of San Diego on matters related to the operation and management of the City's two general aviation airports: Brown Field and Montgomery-Gibbs Executive Airport. Anyone interested should complete the online Boards and Commissions Application Form at <https://www.sandiego.gov/city-clerk/boards-commissions/application>

For comments or suggestions on the content or format of this newsletter,  
please contact the editor at:  
(858) 573-1436 or [wreiter@sandiego.gov](mailto:wreiter@sandiego.gov)

Flight Times is published by the City of San Diego, Airports Division  
3750 John J Montgomery Drive, San Diego, CA 92123

