



December 2013

Whiteman Airport

Volume 12, Issue 12

Standing Meetings/ Events

CAP Squadron 35
Every Wednesday
7:00 PM
CAP Trailer

**Whiteman Airport
Association**
Every 3rd Thursday
7:00 PM
Administration Building

**Aviation Explorer Post
747**
2nd & 4th Monday's
6:30-8:00
Pilot's Lounge

Young Eagles
Every 4th Saturday
10:30 AM
Grassy Area adjacent to
Pilot's Lounge

Whiteman Display Day
Every 2nd Sunday
10:00 AM – 2:00 PM

Quote of the Month

I was sold on flying
as soon as I had a
taste for it.

— John Glenn



Whiteman Airport

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From the Manager..

Andrew Marino
Airport Manager
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Whiteman Airport Open House Recap. Thank you to all that came out and displayed aircraft, hosted tables, or just came by to say hi on Saturday, October 26th for our annual Whiteman Airport Open House. We had some great aircraft on display including two T-28 Trojans, an Interstate, a Lancair, a Seabee and several other beautiful airplanes. Thanks to the San Fernando Valley 99's, Air Explorers Post 747, Civil Air Patrol Squadron 137, Vista Aviation and Gifts by Ruth for hosting tables and aircraft at the event, and thank you to EAA Chapter 40 for holding their Young Eagles event and flying nearly 60 children! In addition to all the aviation exhibits several classic cars including; two beautiful red De Tomaso Pantera sports cars and a Shelby Cobra were also on display. Three delicious food trucks also attended the Open House, and kept visitors full with delicious sliders, barbeque and tasty churros for dessert. For those that didn't make it out this year, I urge you to come by next year. Many members from the local community came out, and for several, it was their first visit to the airport after having lived in the area for more than thirty years! I along with many others had a chance to speak with them about the airport and aviation in general and I'm sure we sparked an interest in aviation for some of them and hopefully we'll see them out here getting their pilots license soon!

2014 Hangar Inspections. Our yearly hangar inspections will be scheduled for early 2014. Please keep an eye out for signage around the airport, the next Newsletter, and your mailbox as we will be sending out the info with dates for the inspections shortly. I thank you in advance for your cooperation in completing these yearly inspections.

Fire Extinguisher Recertification Pickup. For those that dropped off a fire extinguisher for our November 4th fire extinguisher recertification; the extinguisher is ready for pickup if you have not already done so.

Storm Water Season. The rainy season started on October 1st and we must ensure all rain water entering our storm water drains does so without picking up any pollutants along the way. Please remember that painting, sanding, or using any chemicals or solvents is not permitted in or around storage hangars or tie downs. If you see potential storm water issues around the airport, please do not hesitate to contact my office at (818) 896-5271 or Airport Operations at (818) 312-2911 so that we may clean up any potential problems before they become one. Thanks in advance for your help!

Hangar Repairs? If you are having difficulty with your hangar please don't hesitate to contact my office at (818) 896-5271 and speak with either myself or Assistant Manager Alvaro Escobedo so that we may address the problem and make the appropriate repairs

Photos of the Month



Blue Angel #7 makes a stop at KWJF



Two T-28 Trojans stand guard on the WHP ramp during the annual Airport Open House on October 26th

Spotlight on: AOPA calls lawsuit to close Santa Monica Airport meritless

November 4, 2013 by General Aviation News Staff

Officials at the [Aircraft Owners and Pilots Association](#) (AOPA) say a federal lawsuit filed Oct. 31 by the City of Santa Monica against the FAA lacks “any merit in law.”

In its lawsuit, the Santa Monica City Council asks the court to give the city clear title to the site of the [Santa Monica Municipal Airport](#) (SMO). The city also reportedly challenges as unconstitutional the airport land transfers that were made with obligations that, in part, require the city to operate the airport in perpetuity, AOPA officials noted.

“The City Council knows those obligations exist but are singularly focused on striking them down by whatever method they can find,” AOPA officials said in a prepared release. “In each such previous attempt, the city has lost the battle.”

“As a proponent of the airport and its value to AOPA members, the local communities, and the national transportation system, AOPA has spent hundreds of hours working to keep Santa Monica Airport open,” the release continued. “AOPA has researched the city’s legal claims over the years and has actively participated in litigation and in the public forum to strike down, time and time again, the city’s claims that the airport land is theirs to do with as they want.”

“It is abundantly clear that the claims made in the city’s lawsuit have no basis in fact,” said Ken Mead, AOPA general counsel. “The city’s argument is hardly a novel one, and it should be very clear by now to members of the Santa Monica City Council and opponents of the airport that the airport must remain in operation under its agreement with the federal government. That may be politically unpopular for a few council members, but it happens to be the law.”

Santa Monica’s City Council has long sought to restrict and even close the airport, due to noise complaints, though a recent survey of city residents by AOPA found that more than 70% wanted the airport to continue to operate. Most complaints are generated, apparently, by residents who do not live in the city of Santa Monica, according to AOPA officials.

In a statement, Santa Monica contended that it owns the airport land and that, during World War II, it worked with the federal government to “expand and improve the airport.” The statement notes that after the war, the “airport was returned to the city through an instrument of transfer. The federal government claims that the instrument of transfer obligates the city to operate the airport ‘in perpetuity’ or forfeit its ownership interest to the federal government. The city disputes this claim.”

Santa Monica Municipal Airport was founded in 1917 and it has a storied aviation history. In the early 1920s, it was the home of Douglas Aircraft Co., which built the first houses near the field for its employees. Since then it has become surrounded by industrial and office buildings, and more homes have been built near both ends of its single, 5,000-foot runway.

Though those homes were built long after the airport was established, homeowners complain about noise and exhaust from aircraft using the airport.

In a statement, City Manager Rod Gould said city officials have met with the FAA and, “proposed possibilities for changes, including operational changes.” Gould stated that, “The FAA representatives were polite and respectful. But, they were simply unwilling or unable to agree to any changes that could bring significant relief to airport neighbors. They believe that the city is legally obligated to continue operating the airport as it now operates and to keep operating it forever because of the post-war transfers.”

The FAA has offered options to the city to enhance safety at the airport but the city has flatly rejected them, AOPA officials said.

AOPA officials add that they agree with the FAA’s legal assessment of the airport’s status, which has been the subject of exhaustive review. Under a 1984 agreement with the FAA, many of the city’s leases at the airport expire in 2015. Airport opponents argue that the FAA’s obligation to the airport also expires at that time, which the FAA disputes.

The airport is home to about 267 aircraft, according to AOPA’s Airport Directory. But, more than that, “Santa Monica Airport is an integral part of the local economy, providing jobs and millions of dollars in annual revenue,” said Bill Dunn, AOPA’s vice president for airport advocacy. “The city benefits from the taxes on that revenue, not to mention the exorbitant landing fees that it has imposed. And the airport operates in the black. It has a long tradition of serving the community and providing local aviators with the freedom to fly and a great amount of previous legal research has already shown that it will continue to do so.”

Airport Display Days

KPOC

Every 3rd Sunday
10AM-2PM

KCPM

Every 1st
Saturday and Sunday
10AM-2PM

KEMT

Every 4th Sunday
9AM-1PM

KWJF

Every 2nd Saturday
All Day

KWHP

Every 2nd Sunday
10AM-2PM

Contact us

**For Billing Questions or
to pay via Credit Card
contact**

Accounting

Customer Service:

310.752.0559

**All Other Inquiries call
AAC Customer
Service:**

310.752.0578

Email

AACService

@americanairports.net

Available for Lease

Whiteman Airport (818-896-5271)

Tie Downs

From \$96.00/month

T-Hangars

From \$364.78/month



Brackett Field Airport (909-593-1395)

Tie Downs

From \$52.00/month

Port-a-Ports

From \$260.56/month

T-Hangars

From \$463.85/month

Executive Hangars

From \$831.67/month



Compton/Woodley Airport (310-631-8140)

Tie Downs

From \$49.00/month

Hangars

From \$484.49/month



El Monte Airport (626-448-6129)

Tie Downs

From \$60.00/month



Fox Airfield (661-940-1709)

Tie Downs

From \$54.00/month

Standard Hangars

From \$374.24/month

Large Hangars

From \$712.96/month