

DEVELOPMENT AND ACTIVITY REPORT
REID'S HILLVIEW AIRPORT
AND
REID-HILLVIEW AIRPORT OF SANTA CLARA COUNTY

DEPARTMENT OF PUBLIC WORKS
AVIATION DIVISION
FEBRUARY 1971

PART I

REID'S HILLVIEW AIRPORT

1939 - 1965

DEVELOPMENT AND ACTIVITY REPORT

Reid's Hillview Airport

and

Reid-Hillview Airport of Santa Clara County

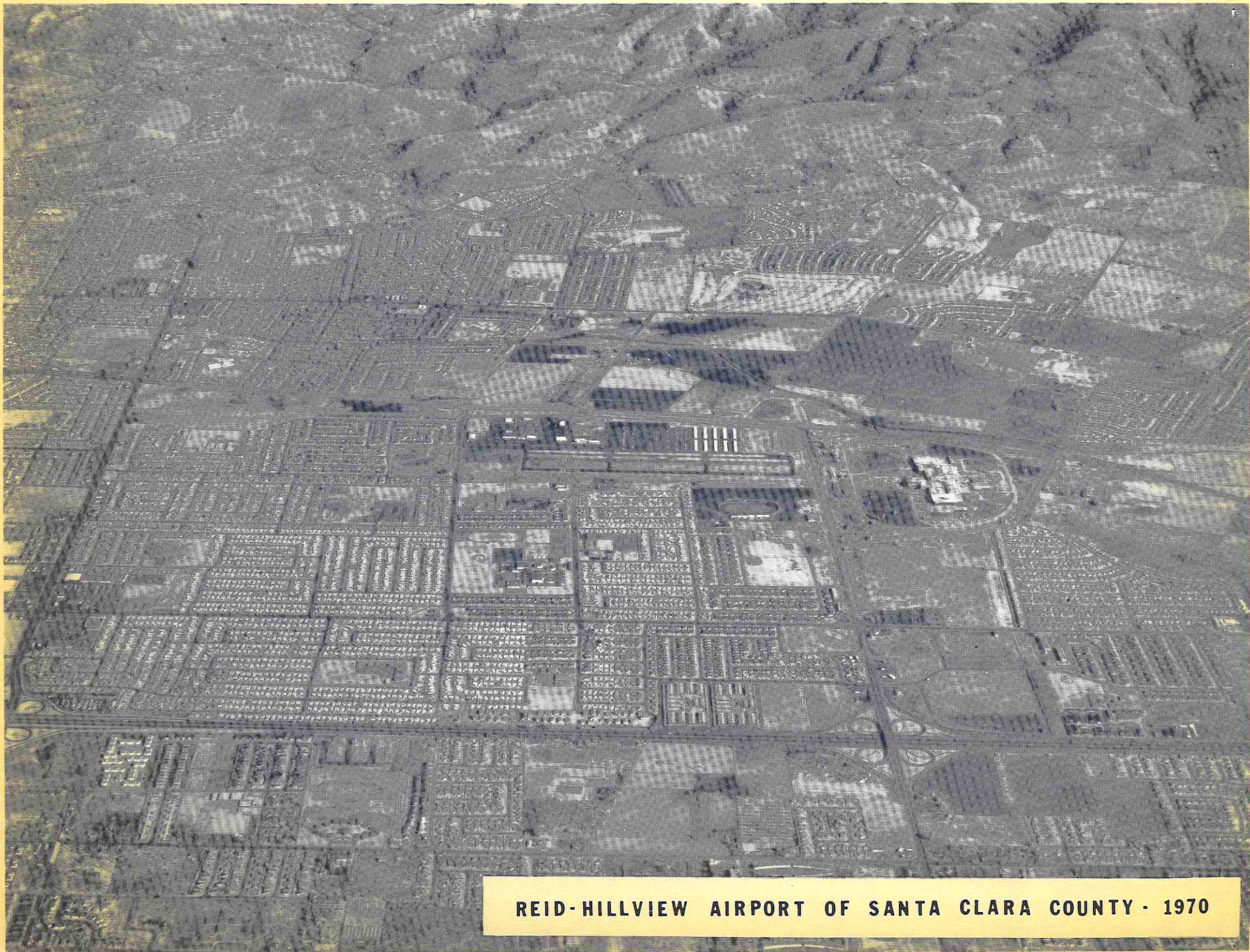
PREFACE

This Report is prompted by correspondence from the Committee for Hillview Airport Noise Abatement dated November 24, 1970, together with the Committee's appearance before the Board of Supervisors on that date regarding airport noise abatement at Reid-Hillview Airport of Santa Clara County.

As a result of the remarks of these concerned citizens, who are neighbors of the County Airport in East San Jose, the Board of Supervisors has directed that a Report be prepared in detail which will accurately set forth the growth and development of physical facilities and aeronautical activities of the 31 year old Hillview Airport facility.

In particular, the Report will describe the historical background of the privately owned Reid's Hillview Airport, the physical facilities and the aeronautical activities of the Airport from 1939 until 1965 when the Airport became a part of the County Airport System. Commercial and Business activities, as well as physical and aeronautical growth, have been substantiated from various studies and reports regarding aviation activities in Santa Clara County as well as information supplied by Mr. Cecil Reid, one of the principals in the Reid's Hillview Airport Corporation.

The Master Plan and operational philosophy of Reid-Hillview Airport of Santa Clara County will be discussed, as well as a general airport development schedule since the County's acquisition of the Airport. The discussion will include detailed physical facility development, as well as aeronautical activities and remarks which are pertinent to the concerns of our neighbors regarding numbers of based aircraft, size of aircraft, number of aircraft operations, future growth of the Airport (physically and aeronautically), and steps taken by the County to insure the continuing practice of a good neighbor policy both by the County as the Airport operators and by the flying public who are the Airport users.



REID-HILLVIEW AIRPORT OF SANTA CLARA COUNTY - 1970

I. HISTORICAL BACKGROUND - Reid's Hillview Airport.

In 1939, Reid's Hillview Airport was constructed and placed in operation as a private airport open to the public. Proponents of the Airport were Robert Reid, Cecil Reid, Joseph C. Lumello, Earl W. Hepple, and Howard La Marr. The original Airport development encompassed 46 acres which was expanded to 57 acres after W.W.II.

II. PHYSICAL FACILITIES

The original Airport landing area provided two 2700 foot long parallel runways; one constructed with a double bituminous surface treated paving and the second was a turf runway used for antique aircraft. The Airport was equipped with boundary and runway threshold lights for night operation. A modest administration building, a restaurant and 15 closed tee-hangars made up the balance of the initial construction.

III. AERONAUTICAL ACTIVITIES

By late 1939, there were 45 aircraft in hangars at the Airport and 167 aircraft on outside tiedowns. In 1941, the Airport was temporarily closed by the Federal Government along with most of the West Coast airports because of the war. The King Road Airport (near King Road and Story Road) remained open as an Army Training Field; this airport had been in existence since 1930. Most of the aircraft at Reid's Hillview Airport were sold to the Federal Government for use as training planes, spotter planes, or for use in military executive transportation. In 1946, with the reopening of Reid's Hillview Airport, the King Road Airport was permanently closed. Reid's Hillview Airport was the first civilian airport to open on the West Coast. It was in full operation 6 months before others in the Bay Area. Flight schools from San Carlos, Hayward, Oakland, Palo Alto, and Concord airports based at least twenty training aircraft at Reid's Hillview Airport and were flying these planes 120 aircraft hours, daily, to meet training demands of the public. No civilian aircraft were available after the war and pilots were anxious to fly. They bought most of the available surplus military planes in the area and based them at Reid's Hillview Airport. The airplane population swelled with 14 BT-13's, 7 AT-6's, 2 UC-78's, 12 PT-22's, and 4 Twin-Beech airplanes. These 40 aircraft were all radial engine military-type aircraft which soon vanished giving way to the "new breed" of lighter, quieter, and more sophisticated planes. By 1949, the airplane population had grown to nearly 300, a second bay of tee-hangars was constructed to house an additional 45 planes, and by 1958, the Airport was one of the busiest in the Bay Area. In 1959, Cecil Reid and others in the local aviation community,

recognized the potential importance of the Airport in the role of a reliever airport for air carrier airports in the area. The FAA had included Reid's Hillview Airport in the National Airport Plan, recommending its modernization to provide protected clear zones for the runway approaches, better lighting, and more land area to make ground operations safer. A Resolution by the San Jose City Council dated February 2, 1959, provided for the future growth of the airport as an integral part of the East-side community growth.

RESOLUTION NO. 16115

"A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE DECLARING ITS POLICY RESPECTING THE CONTINUED EXISTENCE AND OPERATION OF AN AIRPORT AT THE PRESENT SITE AND LOCATION OF REID'S HILLVIEW AIRPORT IN SANTA CLARA COUNTY, CALIFORNIA.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE:

1. That the Council of the City of San Jose approves and is in favor of the continued existence and operation of an airport at the present site and location of Reid's Hillview Airport, between Cunningham Road and Swift Lane, in Santa Clara County, California.
2. That the Council of the City of San Jose has no intention of taking any action, either now or in the future, which would prohibit or prevent the continued use, for airport purposes, of the lands presently comprising Reid's Hillview Airport.
3. That the Council of the City of San Jose does hereby give notice to all present and future subdividers of land adjacent to or in the vicinity of said airport and to all present or future owners or purchasers of land adjacent to or in the vicinity of said airport, and to all other persons interested, that, insofar as the Council is concerned, said lands of said Reid's Hillview Airport will continue to be used and operated for airport purposes indefinitely in the future, and that no person should subdivide, purchase or own lands adjacent to or in the vicinity of said Reid's Hillview Airport in the expectation that the Council of the City of San Jose will take any action whatsoever to force or compel the removal of said airport from its present location.

ADOPTED this 2nd of February, 1959 by the following vote:

AYES: Councilmen - Delmas, Doerr, Hathaway, Moore,
Starbird, Watson, and Solari.
NOES: Councilmen - none.
ABSENT: Councilmen - none.

LOUIS S. SOLARI

Mayor

ATTEST:

Francis L. Greiner

IV. COMMERCIAL AND BUSINESS ACTIVITIES

From the period 1959 to 1963, an even more accelerated growth of airport activity took place. Aircraft population grew to over 300, flight operations (based on FAA counts) reached 800 daily, and fuel sales averaged in excess of 14,000 gallons monthly. Van's Aircraft Repair, Wright Bros. Aviation, Amelia Reid Aviation, Pinkerton Aviation, Garden City Aero, Western Aero, and Gasper Air Charter Company were the seven commercial operators providing all phases of commercial operations at the Airport. Four of these businesses operated full-time flight schools.

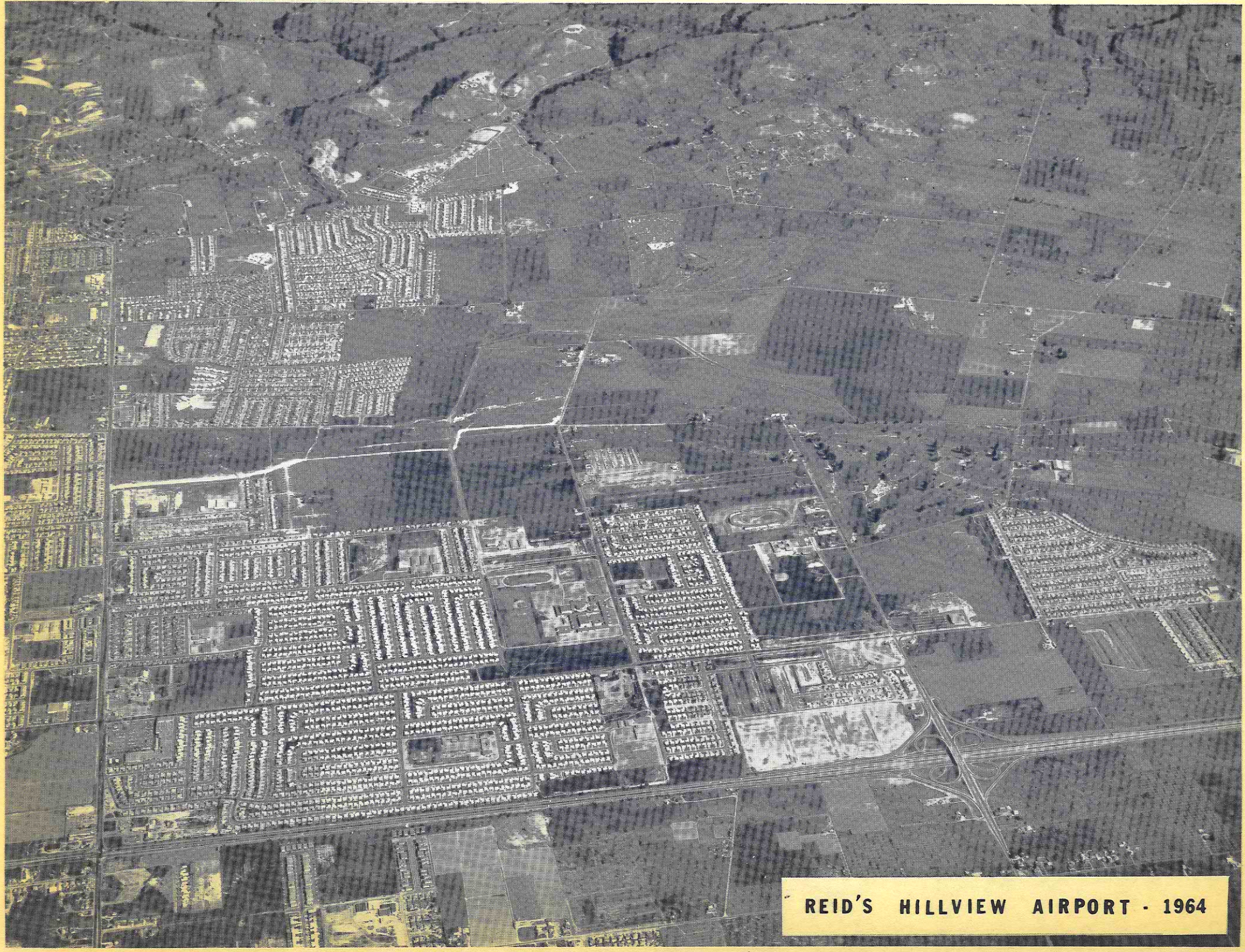
V. STUDIES & REPORTS LEAD TO COUNTY PURCHASE OF AIRPORT

As early as 1948, the County of Santa Clara Planning Commission published a report entitled "Master Plan of Airports - Santa Clara County, California" recommending development of a County Airport System and including Reid's Hillview Airport as an important part of that Airport System. Subsequent studies and reports, together with prompting from the airport owners, the Santa Clara County Airmen's Association, the California Council of Aviation Associations, the FAA, and the California Aeronautics Department led to the County's seeking professional assistance in developing an Airport System. The H. K. Friedland & Associates Report, (1960) "Airport Study - General Aviation Requirements" was the vehicle which led the County to purchase the Airport as the first of three general aviation airports proposed for the System. In 1963, the Airport was purchased from Cecil Reid et al, and immediate steps were taken to develop a philosophy of operation and a Master Plan for development of the first of three County owned and operated airports.

PART II

REID-HILLVIEW AIRPORT OF SANTA CLARA COUNTY

1965 - 1971



REID'S HILLVIEW AIRPORT - 1964

I. MASTER PLAN & OPERATIONAL PHILOSOPHY - Reid-Hillview Airport of Santa Clara County.

A Master Plan providing for essentially the same facilities and public services as the "old" Airport provided was adopted for the "new" Airport. The philosophy was "a small airport for little airplanes." Separating general aviation and executive/business flying from the commercial air carrier activities being developed for San Jose Municipal Airport, and keeping the County Airport System airports small in order to limit the possibility of large or jet aircraft using these general aviation airports was the goal. Additional land was acquired to provide greater runway separation, adequate clear zones for runway approaches, wider and safer taxiways, accessible commercial operator areas, auto parking, etc. The total land acquired brought the Airport to less than 200 acres, or about one-tenth the size of San Jose Municipal Airport.

II. AIRPORT DEVELOPMENT SCHEDULE

Because of time requirements for funding through FAA & County sources, and a need to assure the airport would be self-supporting from an operational and maintenance standpoint, and to keep the airport open throughout the reconstruction phases, an initial five year development program from 1965 through 1970 was formulated. That program was, generally, as follows:

- 1965 - a. Reconstruct 2700 ft. runway & runway lights, with overrun of 500 ft. on the north end and 400 ft. on the south end for added safety.
- b. Reconstruct parallel taxiway.
- c. Construct airplane parking ramps.
- d. Construct airport fencing, tee-hangars, shelters, temporary administration building, partial commercial operator sites, and roads.
- 1966 - Complete parking ramps, commercial operator sites, roadways.
- 1967 - a. Complete tee-hangars and shelters.
- b. FAA constructed Control Tower.
- 1968 - a. Taxiway lighting.
- b. Ramp lighting.

- 1969 - Complete airplane parking ramps - east side.
- 1970 - a. Complete parallel runway.
 - b. Construct permanent terminal building.

III. AERONAUTICAL ACTIVITIES

With the demolition of the old hangars and with much of the Airport under reconstruction, the airplane population dropped from around 320 in early 1965 to 175 in September of 1965. By February of 1966, two of the seven commercial operations had been moved into new facilities and leases were signed for two more. By January of 1967, 260 airplanes were stored on County operated areas. By June of the same year, 330 planes occupied these areas. From June 1967 thru May 1968, there was a steady decline in based aircraft which was attributed to the opening of the FAA Control Tower in October 1967 as non-radio aircraft moved to other airports. In June of 1968, a gradual increase in based aircraft began as many of the former owners purchased radios and returned to the Airport. By January 1969, aircraft operations had climbed to proportions nearly equal to those of the 1959 period of 240,000 annually. In September 1970, the seventh commercial operator had completed construction of facilities and aircraft based on County operated areas of the Airport numbered 293 and operator based aircraft numbered 159 with about half of these being non-operated aircraft making up the operator's "stock - for sale".

PART III

COMPARISON AND SUMMARY OF AIRPORT

FACILITIES AND ACTIVITIES

A. 1939 - 1965

B. 1965 - 1971

I. GENERAL

When the Federal Aviation Administration, through its National Airport Plan, recognized the need for a publicly owned general aviation airport in San Jose and supported the County's acquisition of Reid's Hillview Airport, neither the FAA, the California Department of Aeronautics, nor the County planned for expansion of the Airport beyond its initial capability to handle general aviation aircraft. Land acquisition and reconstruction of the Airport has provided, essentially, the same Airport today as existed prior to 1964, except for the improved quality of facilities provided, safety to the flying public, and safety to the surrounding area.

II. PHYSICAL FACILITIES COMPARISON

In 1965, reconstruction of the Airport temporarily eliminated one of the dual runways that had existed heretofore. Plans included reconstruction of the parallel runway when funds were available in order to provide the same capability as the Airport had prior to 1965. This was accomplished in July 1970, when the westerly runway was constructed. There are no plans for increasing the effective length of the two runways beyond the present length which existed since 1939. Additionally, there are no plans for, and it is not possible to build more runways.

In modernizing the Airport, additional land was acquired to provide greater separation between the parallel runways for added safety and to meet the FAA standards. Additionally, land was provided to meet set-back requirements for minimum distances from runways to airplane parking ramps and buildings. The majority of the land acquired in the airport modernization program provides open areas on the westerly and northerly sides of the Airport.

III. COMMERCIAL ACTIVITIES COMPARISON

Seven fixed-base operator businesses, including four flight schools, operated at Reid-Hillview Airport prior to County ownership and operation of the Airport. Today, seven fixed-base operators provide essentially the same services with the exception that the businesses operating facilities have been expanded to meet FAA standards for aircraft maintenance facilities and classroom facilities for the five certified FAA flight schools. One additional fixed-base operator site remains to be leased bringing the total number of fixed-base operators to eight.

IV. AERONAUTICAL ACTIVITIES COMPARISON

Since initial construction in 1939, Reid's Hillview Airport had been a mecca of aviation activity in the South Bay Area. As early as 1949, the Airport was classified as one of the busiest general aviation airports in northern California.

With the exception of brief construction periods in 1965 and 1966, the Airport has had a minimum of 300 based aircraft since 1949. Large numbers of based aircraft and flight operations are not new to the Airport.

The accompanying chart shows the total number of based aircraft in various weight and horsepower categories as of January 1, 1971. It should be noted that 317 airplanes weigh 2500 pounds and less and have horsepower ratings under 180. One hundred twenty-eight (128) aircraft range in weight from 2501 pounds to 7,500 pounds with horsepower ratings under 600. Only five airplanes exceed 7,501 pounds weight and none of these aircraft exceed 10,200 pounds gross weight with horsepower ratings less than 900. In 1949, there were 40 aircraft in this weight category, and all were military type aircraft. There have never been aircraft operated to or from Reid-Hillview Airport, or based here, that have exceeded 12,500 pounds since 1939. The Federal Aviation Administration has designated the Airport as a General Utility Category Airport under the design standards set forth in FAA Advisory Circular A/C 150/5300-4A. The standard states:

"This type of airport accommodates substantially all propeller aircraft of less than 12,500 pounds."

The FAA pavement design criteria, as applied to local soil conditions, happens to yield a weight handling capability of 17,000 pounds, but runway lengths have automatically restricted aircraft using the airport to 12,500 pounds.

Flight operations in the early 1960's reached 800 daily. The daily average flight operations at the present time varies between 800 and 900. From the foregoing, it can be readily seen that the aircraft population, as well as the aircraft operations at Reid-Hillview Airport, are substantial today and do not differ greatly from activity reports as early as 1949.

PART IV

AIRPORT SAFETY AND OPERATIONS

THE COMMITTEE FOR HILLVIEW

AIRPORT NOISE ABATEMENT

The Preface of this Report points out that the Report has been prompted by the concern of citizens living in the vicinity of Reid-Hillview Airport, and by those citizens' collective appearance before the Board of Supervisors as the Committee for Hillview Airport Noise Abatement.

These concerned citizens presented a petition to the Board of Supervisors on November 24, 1970, expressing their concerns and fears over airport operations as set forth in the following letter which accompanied the petition.

"Board of Supervisors
County of Santa Clara
70 West Hedding Street
San Jose, California 95110

Gentlemen:

The petition with which you have just been served is only a brief outline of the problems which have forced us to take this action. This letter will help to clarify our stand.

Those of you who have lived in this area for at least six years will recall that the Hillview Airport at that time bore very little resemblance to the infernal source of noise that it is today. It was a small country style airport with probably about fifty or sixty small planes parked by a single runway, and the residents here were barely aware of its existence.

Over these past six years the county planners have gradually developed Hillview Airport into the unbearable noise producer that it is today. The count is now in excess of four hundred fifty planes. Many of these are huge twin engine planes ranging in weight clear up to around 17,000 lbs. Dual runways were also constructed so that now we are tormented with the racket of dual simultaneous take offs.

While all this was being done the city planners were busily placing homes right up to within two blocks of the end of the runways just as though they didn't know the airport was there. An inspection of the Bay Area maps will convince anyone that neither San Francisco nor Oakland, nor any other city in the Bay Area would even consider allowing such a nuisance in the midst of their residential areas.

Hillview Airport as compared with any other Bay Area airport is a prize example of incredibly poor planning. Even the safety of the flyers has been disregarded. The other airports all have plenty of unoccupied space off the ends of their runways to permit an emergency landing in the event of engine failure on a take off. At Hillview there is no free space either at the north end or the south end of the runways. A pilot in trouble just has to try to land in a school yard or in the Eastridge Shopping Center.

We all remember the crash in the Fischer School yard that took three lives when a plane on northbound take off developed engine trouble and tried to land there. This isn't the first such incident and unless corrective measures are taken it won't be the last.

Of course we have heard the argument about the airport being there first, but to compare what was there first with what is there now would be like comparing a parking violator with a bank robber.

We have discussed this situation with top county and F.A.A. officials and in each case the official involved expressed his personal sympathy for us, and also expressed misgivings about the poor planning involved. In order not to bring embarrassment or discomfort to anyone we are not mentioning any names in connection with these discussions. The point we wish to emphasize is that our findings indicate that most of the officials involved with the planning or administration of Hillview Airport and the surrounding area realize that it is a bad arrangement.

In light of the foregoing information it can be seen that we are requesting nothing more than the humane treatment to which we are entitled. We believe that you the leaders of our county will prove yourselves to be humanitarians with equal regard for the rights of each and every individual residing within this county.

Sincerely:

Committee for Hillview
Airport Noise Abatement

In Parts I thru III of this Report, a historical outline of the development, growth, and operation of the Airport from 1939 to 1965, and from 1965 thru the present time, has been provided in order that intelligent and accurate responses may be made to

each of the points brought out in the covering letter and the three recommendations made by the Committee as set forth in the petition.

"Those who have lived in this area for at least six years will recall that Hillview Airport at that time bore very little resemblance to the infernal source of noise that it is today. It was a small country style airport with probably fifty or sixty small planes parked by a single runway, and the residents here were barely aware of its existence."

As pointed out earlier in this Report, the aircraft population, as well as aircraft operations at Reid-Hillview Airport do not vary substantially today from what they were as early as 1949. There were between 200 and 300 airplanes based at Reid-Hillview Airport in 1965, prior to the County's actual operational take over of the Airport in July of 1965. The aircraft population during the height of reconstruction and modernization never dropped below 175.

"Over these past six years the county planners have gradually developed Hillview Airport into the unbearable noise producer it is today. The count is now in excess of 450 planes. Many of these huge twin engine planes ranging in weight clear up to around 17,000 lbs. Dual runways were also constructed so that now we are tormented with the racket of dual simultaneous take offs."

Based aircraft numbers at the Airport vary from month-to-month. Regularly based aircraft on public tiedowns average somewhat less than 300. Fixed-base operator aircraft vary from around 100 to 165 depending on the sales market at any particular time. Many of the fixed-base operator aircraft, as pointed out earlier, are stock for sale and fly only on rare occasions. The Federal Aviation Administration classes large twin engine aircraft as those which exceed 12,500 pounds gross weight. There are no 17,000 pound aircraft based on the Airport and no airplanes of this weight class operate from the Airport. With the exception of a five-year period of time (1965 to 1970) in the Airport's 31 year life, there have always been dual or parallel runways. The runway spacing, center line to center line, is 300 feet and simultaneous take-offs are not standard operating procedures when runways are this close together. The main purpose of parallel runways is to provide closer intervals between arriving and departing aircraft. For example, while one aircraft is departing on the right runway it is possible to land a second aircraft on the left runway thereby lessening air space congestion and eliminating a concentration of aircraft in any one specific area of the Airport traffic pattern.

"While all this was being done the city planners were busily placing homes right up to within two blocks of the end of the runways just as though they didn't know the airport was there. An inspection of the Bay Area maps will convince anyone that neither San Francisco nor Oakland, nor any other city in the Bay Area would even consider allowing such a nuisance in the midst of their residential areas."

While any response to the above statement would be academic, it should be pointed out that the airports mentioned above are International or Continental class airports catering to large four-engine jet aircraft of the subsonic class. Even so, San Jose, San Francisco, and Oakland Airports are in fact located in areas not unlike Reid-Hillview Airport. Clear zones and approach surfaces for airports of the class mentioned extend several miles from either end of the runway due to the size and tremendous weight of the aircraft using these airports.

"Hillview Airport as compared with any other Bay Area airport is a prize example of incredibly poor planning. Even the safety of the flyers has been disregarded. The other airports all have plenty of unoccupied space off the ends of their runways to permit an emergency landing in the event of engine failure on take off. At Hillview there is no free space either at the north end or the south end of the runways. A pilot in trouble just has to try to land in a school yard or in the Eastridge Shopping Center."

Planning of Reid-Hillview Airport has taken place over a long period of time. It is considered to be one of the better planned general aviation airports in the Bay Area. Standard clear zones without waivers of obstructions exist at either end of the runways. These clear zones provide unobstructed approaches with 20:1 glide slope ratios, together with a 400 foot paved overrun at the south end of the runways and a 500 foot paved overrun at the north end of the runways. In addition, there exists on the north end of the runways nearly a quarter of a mile clear and unobstructed area from the threshold of the runway to the Airport boundary at Ocala Street. F.A.A. Airport Planning Guides expressly recommend developments such as Ocala Park which exists at the north end of the Airport, or compatible industrial development similar to the Eastridge Shopping Center which exists at the south end of the Airport to act as buffers between the Airport and surrounding community. The Airport is bounded by the Capitol Expressway on the east which is considered to be excellent airport planning. Criteria for the Airport location meets, or exceeds, California Department of Education and California Department of Aeronautic standards with regard to public schools located near airports. Virtually no airport in the Bay Area

provides excessive unobstructed, unoccupied, or undeveloped areas at the ends of runways. The approach ends of the runways at San Jose Municipal Airport abut State Highway 17 and approaches for both general aviation and air carrier aircraft are made over downtown, as well as residential areas. There are adequate areas northerly, easterly, and southerly of Reid-Hillview Airport which provide adequate and satisfactory space for emergency landings.

In 1967, the Department of Transportation, Federal Aviation Administration awarded Certificates of Commendation to the County of Santa Clara for taking a lead in airport development and beautification at both County airports. The Certificate states that the community has created "keystones of civic pride and hospitality". It is hardly likely that such recognition would be given if the County airports did not meet the highest standards in every phase of airport planning, development, and operation. The County airports comprised two of five airports which were recognized nationally.

The City Council of the City of San Jose, as quoted earlier in the Report, adopted a Resolution in 1959 placing the public, as well as private developers on notice that it was the City's intent that the Airport in its present location would continue to operate as a part of the community's transportation system. This Resolution was reaffirmed by the City Council on January 4, 1971.

"We all remember the crash in the Fischer school yard that took three lives when a plane on a northbound take off developed engine trouble and tried to land there. This isn't the first such incident and unless corrective measures are taken, it won't be the last."

In the six years of County operation of the Airport, two accidents have occurred in the vicinity of the Airport which resulted immediately after northbound take off from the Airport. The first of these accidents occurred at 3:00 p.m. on November 17, 1967. The aircraft, a Piper Cherokee Six weighing 3,400 pounds and carrying five people, departed on runway 31R and shortly after take off lost power, presumably to an engine malfunction caused by fuel mismanagement. The airplane made an emergency landing in an open area approximately 200 feet north of the Airport - there were no injuries to the persons on board, however, the aircraft suffered substantial damage to the landing gear. Since there were no injuries and damage was not "total" to the aircraft, this accident is not summarized by the F.A.A. in its Briefs of Accidents. The second accident occurred on March 29, 1968, at approximately 1:30 p.m. A Beech Bonanza weighing 2,650 pounds departed on runway 31R with three persons on board. The following information is taken from the National Transportation Safety Board Docket 3-4532, page 1258, regarding that accident.

E X C E R P T

BRIEFS OF ACCIDENTS

<u>DOCKET</u>	<u>DATE</u>	<u>LOCATION</u>	<u>AIRCRAFT DATA</u>	<u>INJURIES</u>		
				<u>F</u>	<u>S</u>	<u>M/N</u>
3-4532	3/29/68	San Jose, Calif.	Beech 35 N-8709A Damage - Destroyed	CR- 1 PX- 2	1 0	1 0

<u>FLIGHT PURPOSE</u>	<u>PILOT DATA</u>	<u>TYPE OF ACCIDENT</u>
Noncommercial Pleasure	Commercial, Fl. Inst., Age 27, 1787 Total Hours, 1 In Type.	Engine Failure or Malfunc- tion - Stall

PHASE OF OPERATION

Takeoff	Initial Climb
Takeoff	Initial Climb

PROBABLE CAUSE

Pilot in Command - Mismanagement of fuel system
Miscellaneous Acts, Conditions - Fuel Starvation
Pilot in Command - Lack of familiarity with aircraft
Pilot in Command - Failed to abort takeoff
Pilot in Command - Improper in-flight decisions or planning
Pilot in Command - Failed to obtain/maintain flying speed

Fire After Impact

Remarks - Stalled during steep turn back to Arpt. open fields
were available for Acft. to make landing off Apt.

It should be noted under the "Remarks Section" that the aircraft stalled during a steep turn back to the Airport while open fields were available for the aircraft to make a landing off the Airport. Had the pilot followed the standard and accepted emergency procedures established for malfunctions of this type, a safe landing without incident could have been executed. The Report shows that three fatalities occurred in the accident.

In this same regard, and because of the concern shown by residents, a review has been made by the National Transportation Safety Board of the Department of Transportation summarizing "Briefs of Accidents" involving property damage or injuries to persons on the ground in the State of California from the period 1964 thru 1969. During this period of time, there were a total of 93 such accidents. The review was made to specifically search out accidents killing or causing injuries to third parties outside of the aircraft on the ground. Only two such accidents occurred during that five year period of time, accounting for the deaths of three people. In the first accident, on May 10, 1969, a large twin engine aircraft being flown by an Airline Transport Rated pilot crashed into an apartment house in Los Angeles killing two people. The following day, on May 11, 1969, a Private plane on take off, striking a truck and killing one person. (This accident occurred in Pacoima, California.) In order to place these three third party deaths resulting from in flight accidents in proper perspective, it should be noted that there are some 400 permitted airports in the State of California (airports which operate under permit by the California Department of Aeronautics) and during one year - 1969 alone - air traffic from one tenth of these airports - 39 having control towers - accounted for 9,475,424 flight operations. Obviously, when dealing with figures of this magnitude, three resultant third party deaths in five years can only serve to point to the excellent over-all reliability and safety record in General Aviation.

The Committee for Hillview Airport Noise Abatement circulated as a part of their petition a document suggesting three main points regarding airport operations. Those points are quoted below for purpose of response herein.

- "1. Elimination of night flying between 8:00 p.m. and 7:00 a.m.

Reid-Hillview Airport, its runways, taxiways, air field lighting system, rotating airport beacon, and air traffic control tower comprise an integral part of the nation's airways and air traffic system. Reid-Hillview Airport was sponsored by the County of Santa Clara, the Federal Aviation Administration, and the California Department of Aeronautics and it is one of the most important reliever airports in northern California. The Airport is specifically designed to safely eliminate air traffic congestion caused by commercial air carriers, as well as general aviation business and pleasure flying in the metropolitan area.

While airport use during night hours is not heavy, as is pointed out in the petition, the night flying that is accomplished is, for the most part, essential business flying. The Federal Aviation Administration estimates that there are some 30,000 active pilots in this area, many of whom are engaged in gainful employment utilizing their aeronautical skills. Air charter, air taxi, and in particular air ambulance and aeronautical activities of the California Highway Patrol and other police agencies occur on a frequent and regular basis at Reid-Hillview Airport during hours of darkness. It is conservatively estimated that some 60 to 70 percent of all flying which now occurs at County airports, is essential business flying. A large number of the airplanes owned and based at the Airport, as well as many of the aircraft rentals are used directly in connection with the owner's or renter's business activities and nationally, the general aviation fleet has been recognized and accepted as an important and indispensable arm of the nation's transportation system. To consider closing the Airport at any time would not only violate agreements with commercial operators at the Airport and seriously jeopardize their business, but it would render the businessman's airplane virtually useless by restricting his freedom to come and go by airplane as his business requires it. Notwithstanding the adverse impact of airport closures proposed, there are certain obligations which the County has assumed with the Federal Aviation Administration as are outlined below in an opinion by County Counsel.

"Reid-Hillview Airport is part of the National Airways System. From time to time the County of Santa Clara has entered into agreements with the federal government for federal aid for the development of public airports. The County, in accepting federal funds, has given certain assurances to the federal government. These covenants are called 'sponsor's assurances.' Among other things, the County has agreed to operate the airport as such for the use and benefit of the public and agreed that it will keep the airport open to all types, kinds and classes of aeronautical use. According to the Federal Aviation Agency, the covenant to keep the airport open means the County will keep the airport 'open all the time.'

In fact, we have agreed specifically that the facilities of the airport developed with federal aid and all things usable for the landing and taking off of aircraft will be available to the United States at all times.

It appears that the FAA interpretation of the covenant is probably correct and that the County has contracted to keep the airport open all the time. This is not to say that the County cannot adopt reasonable regulations to control noise, such as

prohibiting 'touch and go' exercises at night, but it is another thing to prohibit aircraft from taking off or landing at Reid-Hillview on legitimate flight operations."

- "2. Restriction of aircraft weight to the light plane class of not over 2500 lbs. gross weight."

As discussed earlier in the Report, a wide majority of the airplanes based at Reid-Hillview Airport are in the 2500 pound or less gross weight category. Restriction of aircraft from the Airport which weigh more than 2500 pounds would eliminate most of the single engine four place business type aircraft and all of the light twin engine airplanes. There are presently 128 airplanes in this category at the Airport. Five twin engine airplanes are based at the Airport which fall into the category of 7501 to 10,200 pounds, although none of these specific airplanes weigh more than 9,800 pounds. For the most part, these aircraft are corporate business airplanes and are seldom, if ever, flown on a daily basis or for pleasure purposes.

- "3. Limit the number of planes stationed at this airport to an absolute maximum of 300, and construct no more runways."

This could prove one of the most detrimental restrictions that could be placed on the Airport from the standpoint of accomplishing the purpose of airports such Reid-Hillview. That purpose, essentially, is to provide safe and efficient reliever airport facilities in metropolitan areas. Limitations on airports, generally, are self-imposed not by the number of airplanes based at the airport, but by the amount of air traffic which the airport can safely and efficiently accommodate. While the maximum design capacity for based airplanes at Reid-Hillview Airport, from a physical standpoint, is somewhere around 600 to 650, experience has shown at other Bay Area airports that the traffic handling capability of any airport of this class usually limits the number of regularly flown based aircraft to around 500. In essence, if 1,000 airplanes were based at Reid-Hillview Airport, a tremendously less significant number of these airplanes would actually be flown on a regular basis because of the inability of the air traffic system to absorb these aircraft.

With regard to construction of more runways, it has been pointed out earlier in this Report that the ultimate in landing area facilities at Reid-Hillview Airport has been reached and cannot be exceeded.

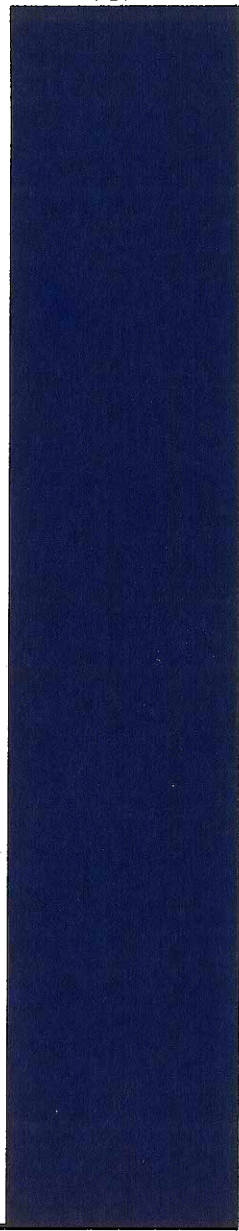


2500 LBS.
AND UNDER

NUMBER OF BASED AIRCRAFT

350
300
250
200
150
100
50
0

317

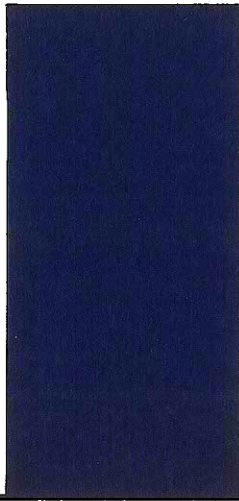


65 to 180
HORSEPOWER

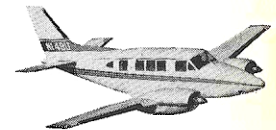


2501 TO
7500 LBS.

128



181 to 600
HORSEPOWER



7501 TO
10200 LBS.

5



601 to 900
HORSEPOWER

REID-HILLVIEW BASED AIRCRAFT

PREPARED BY THE DEPARTMENT OF PUBLIC WORKS
DECEMBER 1970

PART V

THE AIRPORT AND THE COMMUNITY

The Airport responds to the community needs in many ways. General aviation provides air transportation for virtually every facet of business activity. The Airport provides a base of operations for one of the oldest and most effective search and rescue organizations in the State of California. The Civil Air Patrol, a tenant at Reid-Hillview Airport for some 25 years, has been actively involved in literally hundreds of mercy flights and rescue missions. The Airport is the origination and termination point of many of the California Highway Patrol helicopter mercy and rescue flights. Highway Patrol flight operations for this geographical area are based at Reid-Hillview Airport.

Airport businesses provide jobs for nearly 200 people on a regular basis, and Airport activities generate some six million dollars, annually, which is injected directly into the economy of the local community. Airport users pay the total operating and maintenance costs of the Airport, and unlike most public facilities, the Airport is self-supporting. Beyond supporting itself, the Airport generates tax dollars for schools, improvement districts, and other areas of public services which are tax supported. Commercial operators at the Airport pay possessory interest taxes. Airplane owners pay in-lieu taxes.

Recognizing the need to be a productive part of the community, fitting into many phases of community life, the Airport responds to the needs of the community's youth. In the summer of 1971, the Eastside Union High School District will conduct its 1971 Aviation Summer School classes at Reid-Hillview Airport. These classes will provide high school youth with training as well as knowledge about job opportunities in the aviation industry. Some 300 Civil Air Patrol cadets participate in weekly programs at the Airport which offer training in aero space technical fields, as well as moral guidance and leadership to help them fit into community life as responsible citizens. During the school year, several thousand children learn about air transportation through visits and conducted tours at the community's airport.

Further recognizing its responsibility to the community, the Airport has taken positive steps to insure against abuse in areas of noise and discomfort. Regular meetings with airmen groups are conducted to inform and instruct the airmen in regard to their responsibilities to the community from the standpoint of safe and considerate flight practices. Touch-and-go landings after 9:00 p.m. and until 7:00 a.m. have been prohibited at the Airport and static running of aircraft engines at nighttime for any purpose other than engine warm-ups for take-off are prohibited. The most significant point to be made here is that while these activities are prohibited, the airmen actually have voluntarily accepted these regulations and comply with them in the spirit of "Good Neighbors."

The County's philosophy of developing general aviation airports on a self-supporting basis, within economic reach of the many thousands of business and recreation users, has caused the aviation community to realize its fiscal responsibilities without expecting subsidy from Government.

The Legislature of the State of California has recently adopted Noise Standards for California airports in accordance with Sections 21669 through 21669.4 of the Public Utilities Code. These Noise Standards become effective on December 1, 1971. The County's Department of Public Works and its Aviation Division worked carefully through the County Supervisor's Association of California and the California Association of Airport Executives to support and help in the establishment of these Noise Regulations. The County's establishment of an Airport Land Use Commission under the Planning Policy Committee of Santa Clara County further insures that County airports will continue to be established and their operations regulated in the best interest of the public.