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## The Flight Path and the Building

PRINT E-MAIL POST

Rick Beach, a pilot and head of the Community Airfields Association of San Diego, showed me this Wednesday to demonstrate the flight path a plane has to take to land at Montgomery Field airport on stormy days.

Notice where the controversial Sunroad building stands.

He said he thinks the values of city officials are skewed. They are letting the city's small airports deteriorate and he worries about the future of Montgomery Field, he said.

"If they don't value the asset, which they expropriated from Bill Gibbs, they can run it into the ground making it a worthless asset. Then they'll claim that it needs to be developed to become valuable," Beach said.

-- SCOTT LEWIS

Wednesday, April 4, 2007 8:43 PM PDT

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### This Just In

#### LA Boosts Condo

**Payout:** The city is boosting the amount renters that are displaced from condo conversions will receive from the developers.

Thursday, April 5 -- 2:48 pm

#### Aguirre Proposes Mandatory

**Recycling:** The city attorney wants recycling available in offices and apartment complexes.

Thursday, April 5 -- 2:33 pm

#### City to Settle Downtown

**Lawsuit:** The agreement with environmentalists would require a new study of transit in the city's urban core.

Wednesday, April 4 -- 10:28 pm

#### SURVIVAL IN SAN DIEGO

#### Wanted:

**Foreclosure Reps :** Help wanted ads target personnel to help banks with 'loss mitigation.'

Wednesday, April 4 -- 11:46 am

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### Reader Feedback

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## Refresh Comments

Comments so far on this story:

**Rick Beach** wrote on **April 5, 2007 2:02 PM:**

"About changing the flight path -- already happened through a temporary notice, and the pilots and FAA are not happy about being forced to do so. It makes the airport less useful. Flying is 3-dimensional, so in bad weather you deal with how high and how far from the runway you are. When it's hazy and foggy but you can still see things one mile away, you can get home by flying under the clouds and close to the runway. Lose sight of the runway and you have to climb and try again or go elsewhere."

**Rick Beach** wrote on **April 5, 2007 1:52 PM:**

"About 3 buildings -- Sunroad has plans for two more even-taller buildings on the same site. The plans for the 14-story building show a height of 645 ft above sea level, or a penetration of the flight safety area by 69 feet. Who knows how high the 16-story building will be? Clearly, if they can get away with the first one, then they want to build the next two."

**Dimples** wrote on **April 5, 2007 6:40 AM:**

"I agree with SDgal, why not look into moving the flight path... surely there is not only one path possible. Clearly there is more than one 'special interest' here."

**SDgal** wrote on **April 4, 2007 9:36 PM:**

"It appears from the animation that there are three buildings that could threaten the flight path...Not just the new building being disputed. Can't the flight path be modified?"

**Rick Beach** wrote on **April 4, 2007 7:31 PM:**

"Let me add context for my quote about "city officials" and the airports, because it unintentionally sweeps the Airports Division into the "skewed values" comment. Mike Tussey and those who operate the city airports have the full support of the aviation community, me included. Scott and I had been talking about the Real Estate Assets Department of a few years ago; the ones under Will Griffith who refused to renew the lease for Gibbs Flying Service. If an air transportation asset is viewed simply in terms of leases, then the value is skewed."

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