Santa Monica Airport Overview 2014

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This document gets updated frequently. The latest document can always be found at: http://www.bad-air.com/SMO/vnc-smo-overview.pdf (TBD)
INTRODUCTION

“Land Use is a Health Issue” Dr. Richard Jackson, School of Public Health, UCLA

“Chemical Exposure: Who is benefitting? What are the medical costs? What is the long-term economic benefit? .... We need Global Reduction of Greenhouse Pollution”  Director Kassie Siegel, Climate Law Institute of San Francisco

This report on the detrimental effects of the Santa Monica Airport touches on the subjects of health, safety, noise, and policies of Santa Monica and Los Angeles for the future of the Santa Monica Airport property.

The Venice Neighborhood Council (VNC)’s Ad Hoc Santa Monica Airport Committee formed in 2010 to explore the impacts of the Santa Monica Airport on the community of Venice, in addition to Mar Vista and West L.A.

The Santa Monica Airport (SMO), located in the heavily populated areas of Los Angeles and Santa Monica, is of grave concern to these communities. There is increased awareness, and recent scientific evidence from the AQMD, UCLA and others, to support claims of harmful health effects from pollutants spread via air, including lead, black carbon, ultra-fine particulates, and noise. These pollutants are produced from increasing air traffic. One landing and one take-off account for 104,694 total aircraft operations in 2011, up 5% from 2010. The small propeller-driven planes traffic coming from six flight schools at SMO that utilize Avgas, a leaded fuel. Lead is a toxin that has been banned in automotive fuel since the 1970’s. Ultra fine particulates lodge in the lungs and cause inflammation. There is scientific evidence on the detrimental learning and health impacts of aviation noise on children in particular. These chemical effects, in addition to continuous noise effects, from the airport flight patterns are detrimental to the health and wellbeing of all the communities that surround SMO.

In addition, there are great concerns about safety with the increasing frequency of accidents from planes flying in and out of Santa Monica Airport. Most recently on September 29, 2013 an 8-seat Cessna jet landed, then failed to stop at SMO killing all 4 people aboard and exploding within a hangar less 150 feet from adjacent residential neighbors. Primary schools, daycare centers, and a number of parks surrounding SMO are in close proximity to the airport and the flight patterns of aircrafts. There is also no adequate buffer zone between airplanes taking off and landing and the residents on the ground.
EXECUTIVE SUMMARY

Santa Monica Airport: Overview for Policy Makers: The Santa Monica Airport (SMO), located in the heavily populated area of Los Angeles and Santa Monica, and bordering the Pacific Ocean on the west, and Bundy Dr. on the east is of grave concern to these communities. There has been increased awareness and recent scientific evidence of the harmful health effects caused by air pollution and noise of the type found at SMO placing the surrounding population on the ground at growing risk. There are also safety concerns caused by frequency of accidents from planes flying out of Santa Monica Airport. Numerous primary schools, daycare centers, and parks surrounding the airport are in close proximity to SMO and aircraft flight patterns. There is no adequate buffer zone between airplanes taking off and landing and the communities boarding SMO.

Pollution: Airport operations, particularly jet take-offs and landings, contribute to elevated levels of these pollutants in the area surrounding Santa Monica Airport. Exposure is known to cause physiological harm. The VNC Santa Monica Airport Ad Hoc Committee’s most pressing concerns:

Black Carbon
- Increased rates of respiratory and cardiovascular disease including asthma, bronchitis, and increased risk of sudden death
- Irreversible decreased lung function in children
- Increased carcinogenic risk

Ultra-fine Particulates (UFP)
- Increased inflammation and blockage of blood vessels in mice models
- Greater lung inflammation with exposure to UFPs than exposure to larger particulates in rodent models

Polycyclic Aromatic Hydrocarbons (PAH)
- Increased carcinogenic risk, and disruption of the hormonal balance in adults
- Reproductive abnormalities with exposure during pregnancy
- Lower IQ scores in children

Noise
- Hearing loss
- Higher levels of psychological distress, such as anxiety and depression
- Impaired reading comprehension and memory among children

Lead (used in Avgas fuel for propeller planes - 86% of SMO air traffic)
- Significant risks to humans, especially the developing brains of children
- Brain damage and impaired behavioral outcomes associated with lead poisoning in humans
- Lead permanently accumulates in the body
- Particularly harmful to children and the elderly
- Causes central nervous system damage impairs neurological development in children.
- Was banned in automobile gas over 30 years ago.

**Climate change**: Numerous scientific connections have been made between aircraft emissions and climate change. The use of small propeller aircraft at SMO is primarily for personal recreation. This use is an affordable luxury for a very few, yet creates pollution that causes harm to many - in our community, and in our environment. Additionally, small jets are an inefficient way of travel, contributing to the production of carbon pollution in greater proportion per user than large commercial jets. In light of recent information showing the detrimental climate effects of greenhouses gases (GHG), the City of Santa Monica, the FAA and our State officials need to seriously examine the GHG types, amounts and climate effects produced by SMO air traffic. We need to revisit this issue in the light of SMO's unnecessary contribution to climate change. Santa Monica claims to want a green, healthful environment for its citizens and visitors from around the world. However, SMO is one of the leading sources of harmful environment GHG pollutants in the region north of LAX, thereby preventing the city from attaining that goal.

**Safety and Security**: There is no buffer zone between the airport airfield and the surrounding community as observed in many other municipal airport communities.

According to the attached partial list of Aviation Accidents connected with SMO (compiled by Zina Josephs), there have been a total of 83 incidents/crashes since 1982 associated with SMO. Incidents prior to 1982 are not available on the NTSB database. Of these 25 have been flight school related. Justice Aviation tops the list with 7 incidents (4 fatalities), followed by American Flyers with 4 incidents (2 fatalities). Most recently, in September 2013, a tragic jet crash killed all 4 people aboard when it landed and rolled into a hangar at the end of the runway. Adjacent residential neighbors 150’ away were at risk of harm due to the resulting explosion and fire.

The Airport Services Unit is responsible for providing uniformed patrols and enforcement activities related to municipal code violations at the Santa Monica Airport. Their work has been shown to be inadequate as exemplified by the finding of drugs on board planes flown out of Santa Monica. At SMO, people and luggage are not routinely searched as they are at larger airports. SMO thus poses a security issue as weak security policy could lead to other security
breaches, crashes and even allow SMO to become a gateway for future terrorist attacks.

**Policies of the FAA:** The Federal Aviation Administration (FAA) views its mission as being in charge of aviation safety, but secondarily promotes the use of aviation in the U.S. The FAA is in charge of aircraft in the air. There are specific air corridors in which planes must fly according to FAA guidelines and regulations. At SMO, they do not have a policy about directional turns made by pilots after taking off. The FAA would prefer to change SMO’s take-off pattern for instrument-controlled aircraft to fly northerly toward Santa Monica thereby relieving interference with LAX air traffic that causes delays in air traffic from both airports. At SMO, this would also relieve the idling time for jets on the ground. Presently the jets take off over Venice to the ocean before turning either north or south.

**SMO Policies:** Currently, in order to relieve residents of Santa Monica from the negative effects of propeller planes flying over their homes, the city of Santa Monica has a policy called the “fly neighborly program” which “highly recommends” that all prop planes fly south over Venice on take-off, and when flying pattern loops, to continue east over Mar Vista and West L.A. If pilots deviate from the recommended path, a “fly neighborly” sensor is tripped, and pilots are notified if they veer off this course. This is not a FAA policy.

**Politicians:** Elected local, state and federal politicians that represent Venice have pledged to work for the citizens of Los Angeles (and specifically Venice, Mar Vista and West L.A.) to reduce or stop the negative health effects of SMO on the citizenry. Our local representatives have stated they will begin a process of meeting with Santa Monica and concerned citizens to plan a strategy to limit these SMO effects with the ultimate goal of working with state representatives to close Santa Monica Airport.

**Increasing Flight Operations:** The history of SMO has changed over time, but the present flight operations total of 110,694 in the latest published 2011 SM Annual Noise report shows an increase of 5% over 2010 flight operations. The fact that there are no buffer zones separating SMO from the immediately adjacent dense population creates continually growth in unsafe and unhealthy conditions.

**School Proximity to SMO:** There are thousands of children in both Los Angeles and Santa Monica Schools who study daily under the SMO flight paths and in close proximity to the airport itself. The adverse effects of the noise and pollution to this specific vulnerable population are covered in the body of this report with special focus on Los Angeles.
# SANTA MONICA AIRPORT OVERVIEW

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Below are politician’s comments from the Venice Neighborhood Council’s Santa Monica Airport Health Impacts Forum held April 27, 2013

Mike Feuer, Candidate for City Attorney: “L.A. Should have a non-voting seat at the table (achieve this as a Charter change, not an open vote), when the Santa Monica Airport Commission meets.” We have some opportunities in 2015: limit runway length, parking, and fueling. It’s time to find some common ground, time to find a resolution. Time for an intervention of state and federal reps, and the local communities of SM and LA to work this out.”

Two Possible Actions suggested:

1. Find common ground with Santa Monica in moving forward, be a team player. Common interests are lead, fine particulates, and noise. We have the ability to sue for these pollutants.

2. Sue the FAA/Santa Monica by using the Municipal Proprietor Exception to FAA Rules.

Mr. Feuer said this is one reason he is running for this office, do we want a passive or active City Attorney? Mr. Feuer wants to make meaningful, concrete achievements, and be an active City Attorney.

Carmen Trutanich, City Attorney: “The Fly Neighborly program violates the Regional Welfare Doctrine. Kern County won a suit on these grounds. A pre-emptive suit would be needed to establish what is “Fly Neighborly”, policy or law? “

Ted Lieu, California Representative (District # 28th): “The Santa Monica Airport is an inappropriate land use. The Airport has changed drastically over the years, and I would urge a no lease renewal move by the Santa Monica City Council when the issue comes up in 2015.”

Henry Waxman, US Representative (District # 33): “We have shared concerns when quality of life is hampered. LA should have a non-voting seat at the table (with Santa Monica officials). Close or severely mitigate negative consequences of SMO. It should be up to the citizens here, not the FAA. Officials work very well together, we will engage with the FAA.”

Mike Bonin, Candidate for City Council District 11: “We need to negotiate with the FAA more aggressively. Let the lease agreement expire in 2015”.
Ted Lieu: “2015 is the leverage point, SMO non-lease renewal. We have science on our side about the negative health effects of elevated lead and ultra fine particulates.”

Mike Bonin: “We should work with friends in Santa Monica to close the airport in 2015. Both tracks should be achieved simultaneously: end lease agreement in 2015, and end Fly Neighborly now.”

Henry Waxman: “If any of my constituents in LA and SM look at the situation and want the airport closed, I will fight with you to close it”. “This is not an LA vs. SM situation, we need to work together for solutions.” “I will continue to try and protect everyone in this area.”

Mike Bonin was asked if he would end Fly Neighborly, and he said “Yes, we will work on legal action in tandem with the 2015 closure of the Santa Monica Airport. Working to open a dialog with the Santa Monica City Council is essential.”

HISTORY

Beginning in 1920 the Santa Monica Airport, formerly known as Clover Field, was primarily used by Donald Douglas Aircraft Company to test its airplanes. During the 50's and 60's general aviation grew in popularity. By the late 60's there were an equivalent of 975 operations per day at SMO.

At the same time, there was growth in the amount of housing surrounding the airport, initially for Douglas Aircraft employees, and later for the general population of the cities of Santa Monica and Los Angeles. According to 2010 estimates, there are about 150,000 people living within 2 miles of the airport.

In the 1980s, Santa Monica tried, unsuccessfully, to ban jet traffic at SMO. After a Federal Court ruled against Santa Monica’s total ban on jet planes, the city initiated efforts to close the airport entirely. The Federal Aviation Administration (FAA), along with other aviation interests, threatened suit against the city. In 1984, a legal agreement was created between the FAA and the city of Santa Monica, which committed the city to keeping the airport operational until July 1, 2015. Under this agreement, “the city must operate and maintain the airport as a viable functioning airport until July 1, 2015”.

Since the 1984, SMO has significantly expanded its jet plane operations, increasing to 13,108 in 2011, (the latest data available from the SMO website.) Today, SMO serves as a general aviation airport and is used primarily by private operators. The total of aircraft flight operations was 110,694 in 2011; the vast majority of operations (94,719) involved propeller planes. 2,795 operations came from helicopters and approximately 13,180 were jets. The flight operations, and especially jet traffic has been increasing yearly. This increase has been accompanied by an
increase in noise, air pollution, fine particulates, and other safety risks. This has created a greater health risk to the surrounding residential communities.


Santa Monica Noise Management program 2011

www.santamonicaairport.org

(Chronological history of SMO - See Appendix EXHIBIT #1)

SAFETY RECORD

Safety and Security

According to the partial list of aviation accidents connected with SMO (compiled by Zina Josephs, a Santa Monica resident), there have been a total of 84 incidents/crashes since 1982 associated with SMO. Incidents prior to 1982 are not available on the NTSB database. Of these, 25 have been flight school related. Justice Aviation tops the list with 7 incidents (4 fatalities), followed by American Flyers with 4 incidents (2 fatalities). (CASMAT.org)

A single Runway 03-21 serves the Santa Monica airport. This runway measures 4,987 feet in length and 150 feet in width. In March 2008, the city of Santa Monica, Calif., adopted a new ordinance prohibiting certain aircraft from operating at Santa Monica Airport (SMO). The ban would impact jets that have approach speeds of between 139 and 191 mph. They included aircraft such as the Gulfstream IV, Bombardier Challenger 604, and Cessna Citation X (category C and D). In 2008, the FAA allowed the airport to use the shorter runway which is not long enough for these larger, faster jets. Information regarding exactly how, why and when that was done is scarce. Adequate runway length is critical for jets to operate safely in order to give pilots time accelerate on takeoff and to decelerate and brake to a full stop upon landing. Perhaps, but for this exemption, the jet that crashed in September of 2013 killing all 4 people aboard might have had enough room to land despite obvious problems yet to be fully understood by the NTSB. This exemption should be lifted immediately. Pilots who use SMO should be given clear information about the reduced runway length as well. If they have a problem landing, they may find themselves in a very risky situation.

(Record of accidents and incidents - See Appendix EXHIBIT #2)
POLLUTION

1. ULTRA-FINE PARTICLES

ULTRA FINE PARTICLES FROM JET FUEL

Ultra Fine Particles: In humans, these particles have been found to cause chronic inflammation by lodging deeply in the lungs. There is some evidence that these particles are so small that they are capable of migrating into the blood where they are suspected of causing systemic circulatory and cardiac as well as lung diseases.

“Air pollution is associated with significant adverse health effects, including increased cardiovascular morbidity and mortality. Exposure to particulate matter with an aerodynamic diameter of PM2.5 increases ischemic cardiovascular events and promotes atherosclerosis. Moreover, there is increasing evidence that the smallest pollutant particles pose the greatest danger because of their high content of organic chemicals and pro-oxidative potential…. We conclude that ultrafine particles concentrate the proatherogenic effects of ambient PM and may constitute a significant cardiovascular risk factor”.


SMO Jet Idling: Ultra fine particles and black carbon from jet fuel, particularly from idling jets, present huge health risks for those living east of the airport. It becomes a regional problem for those to the west when there are Santa Ana conditions and the planes take off heading east. On a daily basis, jets leaving SMO are forced to idle while waiting for permission to take off, spewing toxic exhaust toward Los Angeles residential houses immediately across the street, east of the airport. The jets are required to idle due to the proximity of Los Angeles International Airport (LAX) to the Santa Monica airport (SMO) and the coordination of take offs and landings between the two with LAX flights taking priority. In order for the two airports to fly take offs simultaneously, the FAA requires their flight paths to maintain a 3-mile separation. The take off paths form both airports converge. The route that the City of Santa Monica requires the jets take on leaving the airport infringes upon that distance thus creating conflicts with LAX flights. Therefore, SMO jets must wait for an opening in LAX traffic. If the SMO jets headed north, on a 250 degree heading on take off (over the City of Santa Monica rather than Venice), the distance between LAX and the Santa Monica flight paths would eliminate LAX related delays.

Ultra Fine Particles 600% Above Background Levels at SMO: “Aircraft idling near the runway before departure and during takeoff at Santa Monica Airport were found to generate large numbers of UFPs (ultra fine particulates) over short time periods. Continuous (1-minute) particle number levels up to 600 times higher than those measured in background air were observed ... in Santa
Monica, including at a residential site located less than 100 miles downwind of SMO. Emissions from major freeways and surface streets surrounding both airports are another source of UFPs, but the largest short term increases were often not consistent with motor-vehicle sources.”

**Source:** SCAQMD General Aviation Airport Air Monitoring Study, Key Findings p. xi, August 2010  

**LAUSD Finds Cancer Risk 26 Times Greater in Proximity to SMO:** “For carcinogenic risk, results of the assessment revealed that cancer risks for the maximum exposed individual who resides in proximity of the airport were increased 22 and 26 times above the 13 in 1 million baseline, related to current increased turbojet and piston operations, respectively. These values represent discrete cancer risks associated with airport related exposures. In consideration of the Federal Clean Air Act, emissions associated with airport operations were clearly found to exceed the “acceptable risk criterion” of one in a million (1 x 10-6)”. No background or ambient concentrations were incorporated into the risk quantification.  

**Source:** Santa Monica Municipal Airport, a Report on the Generation and Downwind Extent of Emissions Generated from Aircraft and Ground Support Operations, June 1999, prepared by Bill Piazza, Los Angeles Unified School District, Environmental Health and Safety Branch  
http://www.areco.org/laschool.pdf

**Air Pollution Can Change DNA:** A new study by Andrea Baccarelli, University of Milan showed that inhalation of ultrafine particulates can changes genes that suppress tumors in as little as 3 days.


**Sunlight Can Increase Ultra Fine Particles in Airport Exhaust by 40% to 60%:** Photochemical reactions between sunlight and jet engine exhaust emissions create an increased number of ultrafine particles associated with deleterious effects on human lung health. This is true, especially in southern California.

**Source:** Secondary Aerosol formation from photochemical aging of aircraft exhaust in a Smog Chamber, by M.A. Miracolo, et.al, Atmospheric Chemistry and Physics, May 5, 2011  
http://www.atmos-chem-phys.net/11/4135/2011/acp-11-4135-2011.html

2. **LEAD EFFECTS**

**Neurotoxic Effects:** Lead is a neurotoxin that can cause brain damage. There are many negative health and cognitive effects from ingesting lead. Many scientific studies have documented that children are particularly vulnerable to lead in the environment. The US Environmental Protection Agency (EPA) banned leaded automobile gas in 1996. More recently the toxic metal made headlines as toys and other children’s products have been recalled due to its presence. Lead paint used for years in family homes is now illegal, but children still get lead poisoning from eating paint in old buildings. Standards for minimum lead exposure on a job site are set by the Occupational Safety and Health
Administration, but the Center for Disease Control has never set a minimum exposure that is acceptable for children.

No Safe Level of Lead Exposure: “There is no safe level of lead exposure,” says Pam Miller of Alaska Community Action on Toxins, a statewide environmental health organization based in Anchorage. Lead is much more harmful to children than adults because it can affect children’s developing nerves and brains. The younger the child, the more harmful lead can be. Unborn children are the most vulnerable.

A single high dose of lead can cause severe emergency symptoms. More commonly, however, levels build up slowly in the blood causing poisoning over time from repeated exposure to small amounts of lead. In this case, there may be no obvious symptoms. Even low levels of lead exposure can harm a child’s mental development. The health problems get worse as the level of lead in the blood gets higher.

Lead Policies: Propeller-driven planes such as those that comprise 86% of the air traffic at SMO use avgas (aviation gas), which is the primary contributor of lead to the environment on the Westside. The propeller planes emit lead in their exhaust as they fly over those living near the airport, and also over the thousands of children in nearby schools. (See attached list of schools in flight pattern from the “Fly Neighborly” program.)

The EPA itself has found that children can ingest lead by breathing contaminated air or by direct contact with contaminated soil. They also found that aviation emissions account for almost 50% of the remaining airborne lead emissions in the U.S. (Lead smelters account for much of the rest.) The EPA states that removing lead from automobile gas reduced airborne lead concentrations nationwide, on average, by 91%. Removing leaded Avgas from the air pollution mix could cut current lead levels in the air by another 50%.

History of Lead Pollution, Key Findings:

1976 – Preliminary decision in Lead Industries Association v EPA; court says EPA has authority to regulate leaded gasoline

1977 – Testing by public health scientists shows correlations between high levels of lead in children’s blood and brain damage, hypertension and learning disorders

1983 – EPA reports that between 1976 and 1980, amount of lead consumed in gasoline dropped 50 percent and corresponding blood-lead levels dropped 37 percent.

Although President Richard Nixon signed the Clean Air Act in 1970, it took more than two decades of tightening regulations and gradually improving technology to permanently take lead out of automobile gas. In the meantime, little was done to take lead out of Avgas. In 2006, Friends of the Earth petitioned the EPA to make a finding that leaded Avgas is a health threat. Their petition is just one event in a series that led the EPA to tighten its air quality standards again in 2008.
**Lead Study Results:** The current EPA monitoring program, like many other studies, shows that detectable lead is pumped into the environment every day through aviation exhaust. In Ontario, Canadian officials found air surrounding the Toronto-Buttonville Airport contained 4.2 times more lead than air in other parts of the city. Their report was published in 2001. In Chicago, the Illinois Environmental Protection Agency reported in 2002 that air monitors downwind from O'Hare Airport detected significantly higher lead levels than monitors upwind. A study in California at the Santa Monica Airport found lead levels decreased the further away from an airport samples were taken, but did not equal Santa Monica's background levels until the monitor was 1,000 meters from the airfield.

The most recent research was published July 2011 in *Environmental Health Perspectives* and reported on a study of blood/lead levels in children conducted by researchers from Duke University. A health surveillance program collected blood lead data on children from six North Carolina counties. The study found a relationship between elevated blood/lead levels in children living within 1,000 meters (more than ½ mile) of an airport, and further elevated among children living within 500 meters of an airport. The researchers noted that such a study is less practical in rural places but that their model could and should be extended to other states.

In Vero Beach, Florida, a group of residents petitioned their town last year to pay for soil samples on youth baseball fields near the municipal airport. The action came about after the Indian River County Health Department conducted blood/lead level surveillance in the area. The Floridians are looking for lead in the ground of the baseball field because piston-driven airplanes have flown over the field for nearly 70 years. This particular ball field, according to the local *Press Journal*, is 3,000 feet from the airfield, near the outside of the 1,000-meter buffer in the Santa Monica air quality study.

**Source:** Excerpts from [scott@anchoragepress.com](mailto:scott@anchoragepress.com), © 2012 Anchorage Press. All rights reserved. This material may not be published, broadcast, rewritten or redistributed.

**Specific Human Heath Effects Linked to Lead:** Adults who have had mildly high lead levels often recover without problems. In children, even mild lead poisoning can have a permanent impact on attention and IQ. People with higher lead levels have a greater risk of long-lasting health problems. Nerves and muscles can be greatly affected and may no longer function normally. Other body systems such as the kidneys and blood vessels may be harmed to various degrees. People who survive toxic lead levels may exhibit permanent brain damage. Children are more vulnerable to serious long-term health problems. A complete recovery from chronic lead poisoning may take months to years.

Lead adversely affects numerous body systems and causes forms of health impairment and disease that arise after periods of exposure as short as days (acute exposure) or as long as several years (chronic exposure). The frequency and severity of medical symptoms increases with the concentration of lead in the blood. Common symptoms of acute lead poisoning are loss of appetite,
nausea, vomiting, stomach cramps, constipation, difficulty in sleeping, fatigue, moodiness, headache, joint or muscle aches, anemia, and decreased sexual drive. Acute health poisoning from uncontrolled occupational exposures has resulted in fatalities. Long term overexposure to lead may result in severe damage to the blood-forming, nervous, urinary, and reproductive systems. The following references provide information on the health effects of lead.

**Sources:** U.S. National Library of Medicine, National Institutes of Health Occupational Safety and Health Administration website; [http://www.osha.gov/SLTC/lead/index.html - health](http://www.osha.gov/SLTC/lead/index.html - health)

**SMO Lead Concentration Levels:** Daily average TSP (total suspended particulate) lead concentrations at SMO sites were 2 to 9 times than the corresponding South Coast Basin levels during the same time periods. **Source:** SCAQMD General Aviation Airport Air Monitoring Study, Key Findings p. x, August 2010  [http://www.aqmd.gov/tao/AQ-Reports/GA_Report.pdf](http://www.aqmd.gov/tao/AQ-Reports/GA_Report.pdf)

In 2002, lead emissions from SMO were in the top 2% of 3413 General Aviation Airports nationwide. An EPA study completed that year measured lead emissions from piston engine planes at SMO at 800 lbs./year, ranking it 105th out of 3413 general aviation airports studied in the US. **Source:** Lead Emissions from the Use of Leaded Aviation Gasoline in the United States, EPA Technical Support Document, 2002, p.13  [http://www.epa.gov/nonroad/aviation/420r08020.pdf](http://www.epa.gov/nonroad/aviation/420r08020.pdf)

In May 2011, a Notice of Violation was issued to the SMO flight schools regarding their continued use of leaded aviation gas (Avgas) under the California Safe Drinking Water and Toxic Enforcement Act (Prop. 65), California Health and Safety Code, Section 25249.7(d). **Source:** Letter dated May 9, 2011, from Attorney Mark N. Todzo on behalf of the Center for Environmental Health  [http://www.nata.aero/data/files/gia/ceh notice to ca fbos.pdf](http://www.nata.aero/data/files/gia/ceh notice to ca fbos.pdf)

3. NOISE

**Health Effects of Noise Pollution on Children:** (See 3 studies cited below). For residents of Venice and parts of Santa Monica, Mar Vista, and West Los Angeles noise is the most obvious problem related to the Santa Monica Airport (SMO). Noise is not only a nuisance, but there is a growing body of evidence that it also causes harm to the human brain and body.

The evidence supporting the harmful effects of excess noise on health is strong, especially in regards to its impact on children. As early as the 1980s, research has shown that chronic noise exposure creates physical, psychological and cognitive stress that manifests as annoyance, elevated blood pressure, decreased memory, reading deficits, and learned helplessness.

A 2010 study found that primary school students who exhibit poor academic performance are also significantly more likely to have mild hearing loss. Another study has suggested that exposure to as little as 50 decibels (dB) of noise in the daytime is associated with relevant learning difficulties in schoolchildren, well below the 95dB noise level produced by jet planes at takeoff and the 64dB noise limit set by the City of Santa Monica where aircraft pass over residential neighborhoods. Researchers from
this study suggested aiming for noise exposure maximum values of 55 dB during the
daytime in order to protect the more sensitive segments of the population, such as
children and the elderly.

Noise levels ranging from 60 to 120dB are now known to produce negative
psychological and physiological effects that begin with annoyance and progress to ear
damage and physical pain. (SMO has a day/night average noise limit of 64 dB).

Beyond hearing impairment, even those students with normal hearing who are
exposed to aircraft noise have been demonstrated to have worse educational
outcomes. An extensive cross-national study conducted in Europe showed a direct
correlation between exposure to aircraft noise and impaired reading comprehension
and recognition memory. Children living and attending school near airports fell behind
their peers in reading by about two months for every 5 dB noise increase in their
environments.

One particular study showed a strong link between airport noise and learning deficits
in children. When Munich opened a new international airport and closed the former
one, scientists had the opportunity to study learning abilities of schoolchildren in
proximity to airports in both locations. Testing children before and after they were
exposed to aircraft noise at each location, the authors found significantly increased
levels of learning deficits associated with airport noise as compared to the new
airport site before the airport was constructed, but also found that some of those
deficits improved when the sources of noise were eliminated in children living near
the former airport 2 years after it closed.

All three of the studies referenced below are relevant in the case of SMO because not
only are thousands of children of all ages living in homes right next to the airport, but
numerous daycare centers and schools for both children and young adults also located
in close proximity. There are two schools, Richland Avenue Elementary and Daniel
Webster Middle School located less than a 1/2 a mile east, and directly in the flight
paths of SMO. Within 2 miles of the airport are Mar Vista Elementary School, the Art
Institute of Los Angeles, Walgrove Avenue Elementary School, Mark Twain Middle
School, and Santa Monica College as well as Venice High School. (See List of Schools
included)

As stated in the Santa Monica Airport Health Impact Assessment cited below: “Levels
of noise due to plane and jet takeoffs from Santa Monica Airport are above Federal
Aviation Airport thresholds. Excessive noise is associated with hearing loss, higher
levels of psychological distress, and impaired reading comprehension and memory
among children. There is no buffer zone between the airport airfield and the
surrounding community as observed in many other municipal airport communities.”

Given the sheer number of students these educational institutions serve, it is evident
from the wealth of existing research on effects of exposure to airport noise on
children, that thousands of our most vulnerable population of citizens are being
exposed to potentially significant deleterious affects on physical and mental health.

Sources:

1. 1. Children and Noise: WHO Training Package for the Health Sector, World Health
Organization, updated 2009
http://www.who.int/ceh/capacity/noise.pdf
2. Santa Monica Airport Health Assessment (HIA): A health-directed summary of the issues facing the community near the Santa Monica Airport, UCLA CHAT PGY-2 Pediatric Residents supervised by UCLA Department of Pediatrics Faculty, 2010

3. A Prospective Study of Some of the Effects of Aircraft Noise on Cognitive Performance in Schoolchildren, Staffan Hygge, etc. Al, Psychological Science, 2002 13: 469
   http://www.me.unlv.edu/Undergraduate/coursenotes/egg102/Aircraft_noise.pdf

4. CLIMATE CHANGE

   Aviation Greenhouse Gas Emissions: “Like all human activities involving combustion, most forms of aviation release carbon dioxide (CO2) and other greenhouse gases into the Earth's atmosphere, contributing to the acceleration of global warming, and in the case of CO2, ocean acidification.

   In addition to the CO2 released by most aircraft in flight through the burning of fuels such as Jet-A (turbine aircraft) or Avgas (piston aircraft), the aviation industry also contributes greenhouse gas emissions from ground airport vehicles and those used by passengers and staff to access airports, as well as through emissions generated by the production of energy used in airport buildings, the manufacture of aircraft and the construction of airport infrastructure.

   While the principal greenhouse gas emission from powered aircraft in flight is CO2, other emissions may include nitric oxide (NO) and nitrogen dioxide (NO2), (together termed oxides of nitrogen or NOx), water vapor and particulates (soot and sulfate particles), sulfur oxides, carbon monoxide (which bonds with oxygen to become CO2 immediately upon release), incompletely burned hydrocarbons, tetraethyl lead (piston aircraft only), and radicals such as hydroxyl, depending on the type of aircraft in use.” Source: Wikipedia, 2013

   There is a lot more data on the relationship between aircraft emissions and climate change. This information is readily available through the AQMD website as well as other sources. We conclude, that the use of small propeller aircrafts is primarily for recreation and this use is unnecessary and causes large amounts of pollution in the region. Additionally, small jets are an inefficient way of travel, contributing to pollution. These forms of travel need to be revisited in the light of their unnecessary contribution to climate change, and pollution.

   SMO Aircraft Operations: In 2011, there were a total number of 110,694 aircraft operations recorded, according to the latest complete information available from SMO. Approximately 22% of the operations were instrument flights (IFR - Instrumental Flight Rules, itinerant) 37% were local flights (VFR - Visual Flight Rules, local operations), and 41 % VFR itinerant flights. (“Local Traffic” is defined as an aircraft that stayed within the SMO’s Class D controlled airspace, generally within 5 nautical miles of the airport or with the airport traffic pattern. “Transient Flight” either arrived from, or departed to, the outside of the Class D controlled airspace). There
were 306 flight arrivals after the “voluntary” night curfew of 11:00 p.m. up from 280 in 2010.

Propeller Planes: Approximately 94,719 of the total aircraft operations 2011 were from propeller aircraft. Propeller aircraft represented 86% of the total operations. There was an increase of 5% in propeller flights compared to 2010.

Jets: Approximately 13,180 of the total operations for 2011 was jet aircraft operations. There was a 2% increase in these flights compared to 2010.

Helicopters: Approximately 2,795 of the total aircraft operations was helicopter operations. Helicopters represent 2% of the total operations with a 17% increase compared to 2010.

Pattern flying of small propeller planes accounts for 37% of total operations. Pattern flying is repetitive flying in consecutive and often continuous loops over residential areas via ‘touch and goes’, and ‘stop and goes.’ This type of flying was discouraged in the 1984 agreement, yet flight schools found loop-holes to subvert the agreement by using an essentially equal technique called a taxi-back. Such flights operating from SMO can occur at the rate of 24 per hour.

Source: Santa Monica Airport Noise Management report, 2011  

POLICIES AND ACTIONS OF THE FAA/SMO

History of the FAA and SMO: On July 20, 2011, representatives of the Venice Neighborhood Council Santa Monica Airport Ad Hoc Committee, along with representatives from City Councilman Bill Rosendahl’s office, and State Senator Ted Lieu met with the Western Regional Director of the FAA and 15 of his staff to attempt to ascertain the areas over which the FAA had jurisdiction. The FAA stated they were essentially responsible for the flight patterns for the jets.

In 1990, before the surge in private jet traffic at SMO, a change was implemented to redirect all aircraft to take off and fly straight out down Venice. This change not only diverts jet traffic from Santa Monica airspace to Los Angeles airspace, but it also required SMO departures to be sequenced with LAX departures since LAX and SMO are separated by less than 3 miles. Thus causing jets at SMO to idle while waiting for clearance to depart. The resulting conflict between LAX and SMO flight paths greatly increased jet idling times at SMO as pilots are required to sit at the far end of the runway with engines running while they wait for an opening in LAX traffic allowing them to take off. Added idling time increases pollutants emitted as aircraft wait out delays. These pollutants are blown into adjacent Los Angeles residences by the prevailing winds. (See Pollution section)
Most of the time during normal prevailing weather conditions where winds come from the west blowing east, pollutants are carried into the downwind Los Angeles communities. In less prevalent Santa Ana conditions, they blow towards Santa Monica and Venice residents who live to the south and west of the airport.

A 1989 inter-departmental memo between the U.S. Department of Transportation (DOT) and the Federal Aviation Administration (FAA) regarding SMO warned that sensitive equipment and personnel should not be within 300 feet of jet fumes due to deleterious and dangerous health effects, and yet homes exist 250 feet from the jet blast and experience these “deleterious health effects” on a daily basis.

The required sequencing of SMO air traffic delays landings and takeoffs at LAX is obviously an adverse condition for that crowded airport. The FAA made clear that they were in favor of the 250 degree heading for IFR aircraft departing to the west at SMO as it would eliminate the flight path conflict and allow both LAX and SMO to fly planes independently of each other according to there own take off and landing schedules. The FAA noted that there is no danger associated with the 250 take off turn, but that political pressure from the Santa Monica citizens who objected noise caused when the planes fly over their community (rather than over Venice) caused them to abandon the mandatory 250 turn.

In terms of propeller planes, the FAA made it clear that SMO has great latitude in terms of their proposed flight paths, and can allow the aircraft to turn either north or south when taking off. (See “Fly Neighborly Program” info). The flight schools operating prop planes may have them turn in either direction at the end of the runway, but once they pick a direction, must be consistent in that direction for all of the planes they fly.

SMO officials cite the 1984 “Santa Monica Airport Agreement” with FAA rules as cause for their inability to address jet and prop plane air pollution, flight schools and other departure patterns, while the FAA officials claim that they have no preference over the direction that prop planes fly as long as they stay in their flight corridor. Meanwhile the citizens of Los Angeles continue to suffer from noise, lead, ultra fine particle pollution.

**FLY NEIGHBORLY PROGRAM**

The “Fly Neighborly Program” is a City of Santa Monica policy that directs Visual Flight Rules (VFR) flights to “fly neighborly” by taking off over Venice, (or in Santa Ana conditions over Mar Vista and West Los Angeles) thus largely avoiding flying directly over Santa Monica residents. By directing departures over Venice, Mar Vista, and West Los Angeles, all City of Los Angeles communities immediately adjacent to SMO, the City of Santa Monica chooses to send toxic pollutants and noise over Los Angeles so as to protect its own citizens from harm and minimize complaints. Los Angeles communities think Santa Monica Airport’s “Fly Neighborly Program” is anything but neighborly.
Almost 40% of all SMO operations are pattern-flights, mostly from flight-school training, and are directed by SMO recommended flight operations to fly a loop over Venice, Mar Vista, and West L.A. Besides the ongoing, incessant noise, these small piston aircraft run on leaded gasoline. Children at nearby schools and day care centers are particularly vulnerable to toxic lead pollution, noise and fine particulates.

In a meeting with the FAA the officials made it clear that the “Fly Neighborly Program is not a FAA policy, but rather is solely Santa Monica decision.

### SCHOOLS

The Santa Monica Airport has negative health impacts on the neighboring Los Angeles communities of Venice, Mar Vista and West Los Angeles. In addition, many Santa Monica citizens have expressed strong opposition to the pollution and noise generated by their own airport. The attached charts (see Appendix Exhibit 3) show schools in Los Angeles impacted by SMO flight patterns. Many more than 15,000 students in these schools are impacted. In addition, there are over 7 major parks and beaches within the 2 miles of SMO.

There is a very large student population in Los Angeles affected by the flight pattern. There are:
- 8 public Elementary schools with a total population of 6687 students;
- 8 public middles schools with a population of 5,285 students;
- 3 public high schools with a population of 3,222 students;
- 8 charter schools and one special education school with no numbers available.
- 27 day care centers and preschool - no numbers available
- 3 private special educations schools no numbers available
- 8 private schools no numbers available
- 2 adults schools no numbers available

Aircraft exhaust and noise pose dangers to these children, both at school, at play and at home. In addition, they are at added risk from plane crashes that occur in or near SMO. There have been 84 plane accidents involved with the Santa Monica Airport since 1982. Six separate flight schools based at the SMO routinely send student pilots to practice flying touch-and-go landing/take off pattern loops, without instructors, over our homes and schools after only 20 hours of supervised instruction. Flight school training pattern loops over adjacent neighborhoods have been counted frequently at the rate of 24 plane loops per hour.

The health risks to our specifically vulnerable population of children are real and ever-present. Most of the small prop planes use leaded fuel, containing the same chemical, lead, that has been specifically banned in automotive gasoline, toys, paint, and glazes used in dinnerware. Despite all precautions taken by parents to safeguard the health of their children, lead comes from the skies around SMO poisoning the air.
our children breathe. Constant, chronic, airplane noise, (see Noise section) has been shown to cause learning disabilities in children.

Countless videos of children playing outdoors illustrate the incessant noise they endure from airplanes. Teachers and coaches have to pause in their teaching because of the airplane noise; interruption of concentration alone can be very disruptive to children’s learning abilities. Many children exposed to chronic noise exhibit varying degrees of hearing-loss that can further affect their ability to absorb the lessons.

The noise comes from the great number of flights, which continuously circle over Los Angeles from Santa Monica Airport. These intrusions interfere with quality of life, enjoyment of family time, use of the outdoors, and the school-learning environment for thousands of citizens who live, work and go to school within the neighborhoods surrounding the airport. These hardships make it more difficult for all people to focus, to make phone calls, to carry on normal conversations, conduct business, but are particularly damaging to the youngest in our population.

**RECOMMENDATIONS, ACTIONS AND IDEAS FOR THE FUTURE OF SMO**

Santa Monica Airport (SMO) is owned and operated by the City of Santa Monica, and the City of Santa Monica maintains proprietary powers to protect the surrounding communities from environmental harm. Airports must follow FAA guidelines and which are ultimately set by the US Congress. July 1, 2015 is the irrefutable date when the (1984) “Santa Monica Airport Agreement” between the Federal Aviation Administration (FAA) and the City of Santa Monica will expire. To what degree the affected communities are prepared (or not prepared) to address all concerns is vital in determining the future use of the 227 acres that is now SMO.

A triangular portion (approximately 34 acres) of the airport’s eastern boundary lies within the City of Los Angeles. This land is owned by the City of Santa Monica.

We now know that the use of aircrafts in dense residential areas is highly polluting, and a safety threat to our communities. We recommend the following use be established following the 2015 lease expiration, for the land of the Santa Monica Airport:

**IMMEDIATE ACTIONS**

WE NOW KNOW THAT THE USE OF AIRCRAFT IN DENSE RESIDENTIAL AREAS IS A HEALTH AND SAFETY THREAT TO OUR COMMUNITIES. WE RECOMMEND THE FOLLOWING STEPS BE TAKEN IMMEDIATELY:

1. Stop ”Fly Neighborly Program”:

Implement immediate cessation of the “Fly Neighborly program” that shunts planes over Los Angeles and not over Santa Monica. The flight pattern for propeller planes flies SMO aircraft over Venice and Mar Vista for training practice by privately owned
flight schools based at Santa Monica’ Airport. This unfairly impacts Los Angeles
eighborhoods rather than Santa Monica. This pattern flying practice is unacceptable.

2. Reduce Pollution Health Risks

In the interests of reducing exposure to toxic jet fuel, exhaust byproducts such as fine
particulates, and noise pollution, and in the interest of preventing their deleterious
health effects on communities in Los Angeles, the Venice Neighborhood Council/Santa
Monica Airport Ad Hoc Committee recommends that our politicians take the following
actions:

- Work with the FAA to change jet patterns to fly over Santa Monica thus
  preventing SMO conflicts with LAX flight patterns relieving Mar Vista
  residents from the idling jet’s toxic emissions.
- Create a runway buffer zone of at least 660 meters at both ends to
  protect surrounding residents from the harmful health effects of jet fuel
  exhaust by-products during idling and take-off.
- Eliminate or significantly decrease the number of jet takeoffs to reduce
  exposure to both the by-products of jet fuel exhaust and the loud “single
  event” noise of jet takeoff to residential homes.

3. Further Noise Abatement

Implement additional noise abatement policies such as soundproofing of schools and
homes significantly affected by excessive noise near SMO. Place more noise sensors in
all sensitive areas for a more accurate representation of noise produced. Involve
public in selection of noise sensor locations.

The Future of Santa Monica Airport:

1. Work with Santa Monica, Los Angeles and Federal policy makers to close SMO by
   July 1, 2015.

2- There are many ideas for the future of the land at SMO. Presently, local citizens are
   working to create a plan and funding ideas for a grand park in the location of the
   airport. This park would be approximately a third in size of Central Park in New York
   City. It would include bike and walking paths, natural habitats, water features, and
   more. Existing buildings would be converted to green industry, visual and performing
   art venues and studios. The addition of more restaurants as well as the existing
   restaurants would serve the public. Preservation of the Flight Museum, children’s
   playground, playing field and dog-park would be included. This idea serves the needs
   of the west side of Los Angeles and Santa Monica for much needed park space in this
   underserved area.

Source: www.airport2park.org

CONCLUSION
The Venice Neighborhood Council/Santa Monica Airport Ad Hoc Committee has been gathering information regarding the Santa Monica Airport since January of 2010. It is evident that having this airport in a highly populated area creates dire safety and health consequences and affects thousands of men, women and children on the ground.

We have attended and participated in many hearings and meetings including Senator Ted Lieu’s 2011 hearing on air quality and pollution as it relates to Santa Monica airport. Our committee members have attended the Santa Monica Airport commission meetings where health experts gave testimony, have read scientific literature, and in April, 2013 held a health and policy forum for our Los Angeles and Santa Monica communities, which was attended by over 200 residents. Over the years we have met with all the policy makers at every level of government who have any impact on the airport, including the FAA Western Regional Director and his staff.

The City of Santa Monica and the Federal Government must address the critical public health concerns generated from Santa Monica Airport. It is unacceptable to shift SMO impacts to Los Angeles Neighborhoods. Above all we want everyone to recognize that the airport should be closed in 2015 for the many critical health impacts on neighboring communities.

The FAA has allowed jets to fly into the airport even though there is an inadequate buffer zone between the ends of the runway and the residences on either side. There have been over 84 accidents related to Santa Monica Airport since 1982 and about half have resulted in fatalities.

There are aviation noise impacts on children in regard to learning and cognitive development; there are elevated levels of lead from propeller planes fuel. The Centers for Disease Control says there are no safe levels for lead and that lead is cumulative in the body. There are highly elevated levels of ultra-fine particles and black carbon from jet fuel exhaust. Since the jets must idle waiting for clearance from SMO towers in coordination with LAX, the amount of particulates is highly elevated and there are known impairment to the lungs, heart and brain from these exposures.

A recent World of Health Organization Paper states unequivocally, that air pollution causes cancer.

There are issues of fairness as the city of Santa Monica sends all its take-offs over Venice, moving the negative impacts of noise and pollution away from Santa Monica. This is not an FAA flight pattern regulation. There is a corridor both to the north and south of the airport, which is allowable for the use of small propeller planes. The city of Santa Monica has chosen to direct planes to use only the area to the south over Venice and Mar Vista, thus affecting our communities and thousands of children in our schools and homes. The distance between the present take-off route for jets between Santa Monica and LAX is close (less than 4 nautical miles). This forces jets to idle on the Santa Monica runway waiting for clearance coordination between the Santa Monica and LAX towers. As a result, the homes on the eastern end of the airport are receiving great qualities of jet pollution, and noise. This could have been improved by
sending these planes north over Santa Monica. But again, Santa Monica would not allow for a fair solution and keeps its planes taking off over Venice. The FAA wanted to change the pattern, but was fought by the citizens of Santa Monica and their elected representatives.

Santa Monica has, for more than two decades, shifted the impacts of its airport away from Santa Monica to Los Angeles. Is that fair? We know the answer is no. The real questions are: is it illegal; what will Santa Monica do to correct it; what will Los Angeles politicians do to protect its residents from SMO’s harmful impacts?

As our committee researched the airport and its effects to those on the ground, we learned of the many health impacts and safety issues that cannot be mitigated. It is clear this airport should be closed when the lease agreement with the FAA expires in 2015.
APPENDIX EXHIBITS

EXHIBIT #1 - SMO History:

SMO occupies approximately 227 acres situated at the southeastern portion of the City of Santa Monica. The line boundary lies within the City of Los Angeles. This land is owned by the City of Santa Monica.

The history below is from the Santa Monica Airport website: http://www.smgov.net/Departments/Airport/About_the_Airport/Airport_History.aspx

1917 - 1940: The Early Years

Circa 1917 - Pilots flying World War I biplanes begin using the site as an informal landing strip.

1922 - Donald Douglas forms the Douglas Aircraft Company. He starts producing and testing military and civilian aircraft at the future site of the Santa Monica Airport and also at an abandoned movie studio on Wilshire Boulevard, which is now the site of Douglas Park.

April 15, 1923 - The Army Air Corps dedicates Clover Field, named after World War I pilot Lt. Greayer “Grubby” Clover, who grew up nearby and was killed in action.

April 14, 1926 - The City holds a special municipal election on park bonds to acquire much of the existing Airport property.

July 10, 1926 - The City acquires a portion of Rancho La Ballona commonly known as the Clover Field Parcel for $755,000.

August 14, 1926 - The City accepts the Grant Deed for Clover Field.

June 15, 1927 - The Council changes the name of Clover Field to Santa Monica Airport (SMO).

1928 - The City acquires an additional 60 acres to expand the Airport.

1929 - Douglas enlarges its Santa Monica Airport operations, closes other facilities, and begins to ramp-up production and testing of its early airliners, the DC-3 and DC-4.

August 19, 1929 - Pioneer women aviators participate in the first Powder Puff Derby, taking off from Santa Monica and flying to Cleveland, Ohio, where the race ends one week later. Amelia Earhart, Pancho Barnes, and 18 other participants bring international attention to women aviators and to Santa Monica.

The War Years and the 1950’s:

1941 - 1944 - During World War II, Douglas Aircraft becomes a major defense contractor, employing up to 44,000 workers who work three shifts, seven days a week. This economic engine transforms the City as thousands of new homes are built for the Douglas workers, creating Sunset Park and other neighborhoods.
1941 - The Federal Government leases most of the Airport from the City to provide protection for Douglas Aircraft and participates in expanding the facility to 227 acres to accommodate the burgeoning production of military aircraft. The expansion includes replacing the old, two-runway, "X" configuration with a single runway, approximately 5,000 feet long, designated as Runway 21 (for departures to the west) and Runway 3 (for departures to the east) and two, full-length parallel taxiways.

May 1944 - The City enters into the first of its 20-year grant agreements with the Federal Government for Airport improvements. The grant agreements obligate the City to maintain the Airport and operate it in compliance with Federal Regulations. At about that time, pilots trained in the military start returning home, triggering the rapid growth of general aviation.

1948 - With the War ended, the Federal Government relinquishes its leasehold; the City and Federal Government execute the Instrument of Transfer, and the City resumes operation of the Airport. The Airport continues to grow during the 50's and 60's as pilots return home from the Korean and Vietnam Wars.

1949 - Bill Lear opens a manufacturing facility on a ten-acre parcel immediately south of the Airport on Bundy. The company grows to 5,000 employees.

April 9, 1949 - The Federal Government, by quitclaim deed, transfers an additional 18-21 acres of Airport land back to the City.

1950's - Douglas continues to expand its propeller-driven commercial airliner business - culminating in the production of the 166,000-pound DC-7C, which is capable of transporting 110 passengers at speeds of up to 400 mph for 5,600+ miles.

1959 - Douglas develops the DC-8 to compete with Boeing's 707, and Douglas proposes that the City lengthen the runway to accommodate this new aircraft and also acquire additional acreage to build new corporate offices. The City declines, and Douglas later shifts jet manufacturing to the Long Beach Airport. However, research and development, missile production, and sub-assembly work continue at the Santa Monica Airport plant for a time. Ultimately, after 50 years at the Airport, Douglas closes down its Santa Monica operation, having manufactured a total of 10,724 aircraft at the Airport plant.

The Post War Era: the Advent of Civilian Jets, and the Early Regulations and Litigation

1960's - The first civilian jets arrive at the Airport as the decade begins. They are "pure jets", about 10 times louder (and more polluting) than present-day fanjets. The noise impacts upon neighborhoods adjacent to the Airport are very significant.

January 1962 - A public hearing on Airport operations and jet impacts is held at the Santa Monica Civic Auditorium. Later that month, the City Attorney takes the unusual step of issuing a formal opinion on the subject of the City's authority over the Airport. The Opinion states that California law authorizes land acquired for park purposes to be used for airport purposes and that the grant agreements and the transfer documents, executed at the end of World War II, effectively prohibit the City from closing the Airport.

1966 - Western Commander, an established Fixed Base Operator (FBO) at the Airport begins sale and service of the Jet Commander - one of the loudest jet aircraft in the fleet at the time. Western
Commander flies prospective buyers to Las Vegas late at night and returns before sunrise. This marketing campaign creates significant, adverse impact for Airport neighbors.

1967 - A large group of Airport neighbors sue the City, claiming that jet operations, which average 5-6 per day, have damaged their property values and created a nuisance. The case eventually makes its way to the California Supreme Court, which decides that, although the plaintiffs' evidence failed to establish their case, the City could be sued by neighbors for Airport impacts on nuisance and other theories. Nestle v. City, 6 Cal.3d 920 (1972). The City reacts by considering a wide range of regulations to shield itself from liability, including a jet ban, jet curfew and even Airport closure.

1968 - The City, having adopted a jet curfew, prosecutes a pilot who violated it. The pilot challenges the validity of the curfew, and the Court of Appeal eventually concludes that adoption of the jet curfew is a valid exercise of the authority to regulate airport usage conferred upon the City by State law. Stagg v. City, 2 Cal.App.3d 318 (1969).

Late 1960's - The growth in General Aviation peaks nationwide. At Santa Monica Airport total operations (takeoffs and landings) reach an all-time high of over 356,000 per year, which equates to 975 per day or 40 takeoffs and 40 landings per hour over 12 hours.

The 1970's - More Controversy, More Regulation, and More Litigation

1974 - The City creates the “Airport Neighbors Forum” (Forum) consisting of representatives of local airport neighborhoods and interested in aviation for the expressed purpose of developing proposals to mitigate aircraft noise.

1975 - The City Council adopts ordinances designed to reduce aircraft noise based upon the Forum’s recommendations. These include, among other things, a total jet ban, a ban on helicopter flying, a noise limit of 100 decibels, a night curfew, and a weekend and holiday ban on touch and go, stop and go, and low approach operations.

1977 - Douglas leaves the Airport to consolidate its operations in Long Beach.

May, 1975 - The California Attorney General issues an opinion stating that the City cannot, at present, "stop using the Airport land for airport purposes because of the existence of contracts including grant agreements, Federal lease agreements, the Federal transfer agreement, State grant agreements and private leases."

1977 - A coalition of Airport users and businesses file suit challenging the City's ordinances. The Federal District Court upholds all of the ordinances except the jet ban. That Ordinance is determined to be unconstitutional because the evidence showed that newer jets were at least as safe as other aircraft and not necessarily noisier. Santa Monica Airport Assoc. (SMAA) v. City, 481 F. Supp. 927(C.D.Cal.1979). The Ninth Circuit eventually affirms the decision, holding that Federal law does not preempt the City as “airport proprietor” from adopting ordinances intended to limit its liability and protect the City's "human environment." 659 F.2d 100 (9th Cir. 1981).

1977 - The Douglas facility is demolished. The City subsequently conducts an economic analysis of the property to determine the best use of the site and explores the possibility of closing the Airport.
The 1980’s - Continuing Controversy Resolved With a Landmark Agreement

1980 - The City again conducts an economic impact analysis of the Airport and determines that more revenue could be generated if the Airport were closed and converted to mixed commercial use. The City notifies Airport tenants on month-to-month leases that their tenancies will be terminated in one year. An Airport business operator sues the City, claiming, among other things, that the City’s regulation of his fixed-base operation has unlawfully greatly diminished its value. (California Aviation v. City). The case is litigated in both State and Federal court, and the City eventually prevails.

June 1981 - The City Council adopts Resolution # 6296 declaring its intention to close the Airport when legally possible. The Federal Aviation Administration (FAA) and the Santa Monica Airport Association (the Airport Association) file another lawsuit, challenging that intent and the new, lowered decibel limit. The matter is assigned to the same judge who decided SMAA v. City. He enjoins the new 85 dB limit Ordinance on the grounds that it was a disguised jet ban, and the City reinstates the 100-decibel limit.

1982 - The parties to the lawsuit reach an agreement to conditionally dismiss, providing the City adopts new Airport Master Plan and Noise Mitigation Project by November 1983.

1983 - The City adopts a new Master Plan that creates two new FBOs on the north side of the Airport (away from the residential areas) and releases a significant amount of aviation land on the south side of the Airport for non-aviation purposes.

1984 - The City’s highly charged dispute with the FAA is resolved through the Santa Monica Airport Agreement, which obligates the City to operate the Airport through 2015 but recognizes the City’s authority to mitigate aircraft impacts through the existing noise limit, curfew, helicopter ban, and pattern flying restrictions. The 1984 Agreement also limits the number of aircraft tie-downs, removes land from aviation use, and provides for relocating aviation facilities to the north side of the Airport, away from residential neighborhoods.

1986 - The FAA approves the new Airport Layout Plan. The plan designation indicates that Santa Monica Airport is classified as an ARC B-II Airport.

1986-1989 - Airport improvement projects are undertaken, including a runway overlay, new perimeter road, and construction of sound walls and installation of aircraft noise mitigation equipment such as the aircraft noise monitoring system. Also, a major portion of the aviation facilities are moved to the north side of the Airport and others are moved closer to the southern edge of the runway and farther away from homes.

Late 1980’s - Airport operations drop to their lowest level since the early 50’s. The City Council considers, but ultimately rejects, a proposal for a large business park on Airport residual land at the southeast edge of the Airport (the Reliance development project). The property remains undeveloped until construction of Airport Park.

1990’s - Controversy Rekindled By Changes in the Fleet Mix

1990 - Congress passes the Airport Noise & Capacity Act (ANCA), which grandparents existing noise ordinances/noise restrictions but prohibits airports and their sponsors from adopting new access restrictions based on noise impact without conducting an impact analysis pursuant to Federal
regulations. As a result of these new restrictions, Santa Monica’s restrictions become among the most restrictive in the nation.

1991  - FAA approves amended Airport Layout Plan again confirming that Santa Monica Airport is an Airport Reference Code B-II airport.

1994  - The City of Santa Monica accepts its most recent Federal grant for airfield improvements, including a blast wall to deflect emissions, runway lights & signage, taxiway slurry seal and restriping, and repair of mid-level tie down ramps and infield areas.

Mid-1990’s  - With the booming economy, new development on the Westside, and the advent of fractional ownership of aircraft, jet operations increase from about 5 to 6 per day to around 15 per day. Larger, faster jets in Categories C and D constitute an increasing percentage of jet operations.

1996  - The City begins the process that will enable the construction of Airport Park on the “residual land” set aside by the 1984 Airport Agreement.

1996  - The City convenes an Airport working group consisting of residents, Airport tenants and interested government agencies to review issues involving the Santa Monica Airport. This process eventually yields a lengthy report containing numerous recommendations including conforming Airport usage to the Airport’s B-II designation and to current runway design standards.

1998  - The Airport Association files a Federal Administrative (Part 16) complaint with the FAA alleging multiple breaches of the 1984 Agreement. The FAA eventually issues a determination in favor of the City, and the complainant Association seeks review by the 9th Circuit Court of Appeals; ultimately, the case is dismissed in 2006 when new leases are entered into with two limited FBOs.

1999  - The Airport Association files a State court action raising issues similar to the prior Part 16 complaint. Several years later, the Los Angeles County Superior Court rules in favor of the City on 28 of 29 issues; and eventually, the California Court of Appeals dismisses the entire action on grounds that the Association lacked standing to enforce the 1984 Airport Agreement between the City and the Federal Government. The dismissal was subsequently affirmed by the California Supreme Court.

July 1999  - Los Angeles neighbors file a lawsuit against the City in State court (Cole v. City) seeking damages and injunctive relief claiming that aircraft operations at the Airport created liability for the City based on inverse condemnation, adverse health impacts, and nuisance. Eventually, following a lengthy trial, the Court dismisses all the inverse condemnation claims and most of the other claims. Three plaintiffs receive minimal damage awards.

2000 - 2009: The Controversy Over Runway Safety

2000 - 2002  - The economy booms, the FAA approves fractional (shared) ownership of jets, and the Airport fleet continues to evolve with total jet operations increasing to about 30 to 40 per day. The City initiates a review and study of the Airport’s runways and other operational design features to determine their compatibility with the changing fleet. The study concludes, among other things, that the more demanding Category C&D aircraft now account for 5% of jet operations, that the critical design aircraft using the Airport is now the D-II aircraft (the Gulfstream IV), and that the Airport (which has no runway safety areas), lacks sufficient runway safety areas per current FAA design guidelines for all aircraft approach categories. Additionally, the review concludes that the
Airport’s geographical layout and the close proximity of runway ends to roadways and residential neighborhoods effectively precludes the construction of the traditional graded runway safety areas. Therefore, the report suggests designating runway safety areas by displacing the landing thresholds 300' at both ends of the runway to create safety areas consistent with the Airport’s B-II designation by effectively shortening the usable runway; however this would leave the usable runway too short for C&D aircraft.

December 5, 2000 - The City Council approves guidelines for leasing non-aviation property at the Airport for use as artists' studios partly to mitigate the displacement of artists from the community due to rising property values. In the ensuing years, many artists move to the Airport.

July 22, 2002 - The safety recommendations of the Santa Monica Airport Design Standards Study are presented to the Airport Commission.

October 2002 - The FAA initiates a Part 16 complaint against the City challenging “the legality of the Santa Monica Airport Commission’s apparent decision to recommend that the Santa Monica City Council adopt and implement the Airport Conformance Program”.

December, 2002 - In response to increasing complaints from neighbors about jet emissions and their impact on air quality and health, the City requests that the Southern California Air Quality Management District (SCAQMD) study air quality issues related to SMO. Studies are eventually undertaken, after SCAQMD receives a federal grant. The study concluded that that there were no exceedances of federal air quality standards at the Santa Monica Airport.

December 10, 2002 - The City Council unanimously approves the Conformance Program’s concept and directs staff to continue to seek a voluntary agreement with the FAA.

April 29, 2007 - The 7 ½ acre Airport Park is dedicated. It includes soccer fields, a dog park, and new landscaping and hard cape around the park.

November 27, 2007 - After more than five years of unsuccessful negotiations with the FAA about the Conformance Program, the City Council approves on first reading an ordinance that would promote safety and protect adjacent neighborhoods from overruns by conforming the Airport by prohibiting the generally larger, faster Category C&D aircraft from using the Airport.

March 25, 2008 - After further negotiations and Congressional intervention, both fail to yield a resolution, and the City Council adopts the ordinance on second reading.

April 2008 - The FAA issues a Cease and Desist Order and later obtains a temporary restraining order and a preliminary injunction from the United States District Court prohibiting the City from enforcing the Ordinance. The City appeals the decision to the Ninth Circuit Court of Appeals, where the FAA eventually prevails.

May 27, 2008 - The FAA issues an administrative determination that the Ordinance is inconsistent with Petitioner’s contractual obligations under the grant agreements, and the City requests an evidentiary hearing before the Agency.

March 16, 2009 - The FAA conducts a four-day Part 16 Hearing on the validity of the City’s Ordinance banning Category C&D aircraft and later issues a decision holding that the Ordinance unreasonably and unjustly discriminates between aircraft and thereby violates the grant assurances, the Instrument of Transfer and the 1984 Agreement. This holding is based on
the conclusions that the Ordinance is not reasonably justified on grounds of safety, alternative safety measures are available to the City, the Ordinance unnecessarily limits the Airport’s usefulness, and the City over-estimates its legal risks because the City could show in court that C&D usage does not create a dangerous condition.

March 21, 2009 - The DC-3 Spirit of Santa Monica Monument is dedicated at the Airport, celebrating the Airport’s rich aviation history and the role aviation played in the growth of the City.

May 12, 2009 - The City Council adopts a plan for enhancing the Airport’s environmental sustainability through a list of measures that includes, among other things, working to enhance air quality, reduce noise, minimize the use of hazardous material, maximize recycling and the use of renewable energy.

July 8, 2009 - The FAA Associate Administrator issues a final Agency decision against the City. It holds, among other things, that Federal law preempts the Ordinance and that the Ordinance violates the grant assurance prohibiting unjust discrimination.

September 3, 2009 - The City files an appeal of the final FAA decision in the Federal Appellate Court in Washington, D.C. That Court ultimately rejects the City's arguments and issues a narrow ruling in the FAA's favor, based largely on the well-established principle that courts defer to agency interpretations of their own regulations. Because the D.C. Circuit concludes that the City Ordinance violates the Federal regulation prohibiting unjust discrimination, the Court finds it unnecessary to reach the issue of whether the City's action is also preempted by Federal law. The City assesses the decision and concludes that the narrow decision affords no recognized basis for Supreme Court review and that, if review were nonetheless granted, it might open the door to consideration of other issues raised in the case that were either decided in the City's favor or not decided at all, such as the preemption issue.

November 17, 2009 - A UCLA faculty member in the School of Public Health releases a study of ultra-fine particulate pollution released from jet aircraft at SMO.

Late 2009 - The FAA begins testing a new departure heading of 250 degrees for piston powered, instrument departures. This routes planes over portions of Ocean Park and results in protests from residents. Scrutiny of departures spawns increasing concerns about pattern flying, in which aircraft repeatedly land and take off, circling over residential neighborhoods.

2010 and Beyond - Planning for the Future

December 1, 2010 - The City Council directs staff to proceed with a comprehensive public process regarding the Airport’s future and authorizes hiring consultants to assist. Total Airport operations for the year are down to 104,000, less than one third of their all-time high in the late 1960's.

December 10, 2011 - The first annual Santa Monica Open House is held, inviting the public to take a self-guided tour of the Airport Campus.

February 22, 2011 - The City Council authorizes the City Manager to commence Phase I of a three-phased process for developing possible alternatives of future roles for Santa Monica Airport within the community post 2015, with the phases consisting of initial research and surveying, extensive public workshops, and Council hearings and deliberations.
September, 2011 - Residents' general complaints about the Airport and specific complaints about pattern flying connected to flight schools increase significantly after a plane piloted by a student pilot crashes into a home in Sunset Park. The City Manager releases an Information Item listing actions staff is taking to address residents’ concern.

October 4, 2011 - Staff reports to City Council on Phase I of the Visioning Process, and Council direct staff to proceed with Phase II. Click here for more information and documents on the Visioning Process Phases I, II, III

Feb 25, 2012 - The Museum of Flying opens its new facility on Airport Avenue.

Sept 21, 2012- The second annual Santa Monica Open House is held, hosting 1,200 members of the community.

May 8, 2012 - Staff presents the findings of Phase II of the Visioning Process. Council directs staff to proceed with Phase III of the Visioning Process.

April 30, 2013 - Staff presents the findings and recommendations from the Visioning Process to City Council. City Council approves the recommendations and directs staff to a) Continue to identify and analyze the possibilities for current and future actions to reduce Airport noise, air pollution and safety risks through Airport reconfiguration, revised leasing policies, voluntary agreements, mandatory restrictions, and all other means; and b) Continue to assess the potential risks and benefits of closing or attempting to close all or a portion of the Airport; and c) Return to Council, by March of 2014, with an assessment of both so that Council can determine whether the City should, after the expiration of its current obligations, implement additional changes that will reduce adverse Airport impacts and enhance the Airport’s benefit to the community or whether the City should undertake closure of all or part of the Airport.

April 30, 2013 - The City Council approves a Landing Fee Rate increase, effective August 1, 2013. Click here for City Council Resolution.
EXHIBIT 2 - SMO Safety Record

Aircraft Accidents/Incidents Connected with Santa Monica Airport (SMO)

The following is a partial list of aviation accidents, as of September 11, 2011, associated with Santa Monica Airport (SMO). It’s based on the National Transportation Safety Board database, on newspaper accounts, and on personal accounts. Some of the accidents occurred at SMO, some while approaching SMO, some after departing from SMO, and some involved planes owned or operated by individuals or companies based at SMO.

6/24/1970 -- Former City Councilman Kenneth Wamsley was involved in a fatal crash adjacent to Penmar Golf Course after having taken off from SMO. (Source: Nat Trives)

1978 to 1987 - Eleven "landing off the runway" incidents involving airplanes that used SMO occurred during these years.

Summer of 1980 -- Santa Monica Councilman and former Mayor Pieter van den Steenhoven died when his light plane crashed into the ocean.

1/19/1982 -- CESSNA 182E – N9255X – LAX82DA043 – Owner/operator T. Dalton (Los Angeles) -- Nonfatal - The aircraft departed from Van Nuys Airport. Upon landing touchdown at SMO, the aircraft bounced at high speed and departed the runway. The pilot applied brakes and the aircraft skidded to a halt just before a ditch.

4/10/1982 -- PIPER PA-38-112 – N2588D – LAX82DA145 – Owner/operator: California Aviation (2501 Airport Avenue, Santa Monica - SMO) – Instructional -- Nonfatal - During landing at SMO, the student pilot allowed the aircraft to bounce. The nose gear buckled and the aircraft skidded off the runway, sustaining substantial damage.

5/16/1982 – Piper PA-28-20IT – N8089N – LAX82DA176 – Owner: F. Morgan (Los Angeles). Operator: California Aviation (2501 Airport Avenue, Santa Monica - SMO) -- Nonfatal - After departing from SMO for Porterville, the engine suddenly lost power. The pilot maneuvered to make a forced landing at Van Nuys Airport. The aircraft crash landed between Runways 16L and 16R. The #2 connecting rod had failed from fatigue due to partial surface decarburization.

6/26/1982 – Cessna 150 – N45477 -- LAX82FUVM15 – Owner: S. Parfet (Santa Monica) -- Nonfatal -- Before departing from SMO for Monterey, the pilot forgot, in his fuel calculations, to account for fuel that had been burned previously. During the flight, when the pilot recognized his fuel state, there was not enough remaining to reach an airport. The aircraft ran out of fuel about 6 miles from the destination airport while the pilot was landing in a field near Point Lobos. The aircraft nosed over.

7/5/1982 -- Beech 60 - N626RP - LAX82FA244 - Owner/operator: R. Phillips (Santa Monica) -- Nonfatal -- The aircraft departed from SMO for Oceano, CA. At 700 feet, the left engine failed, the right engine lost power, and the plane crashed into the ocean about 2,000 yards from the Pier. Lifeguards rescued the pilot when he surfaced.

8/22/1982 – Piper PA-24-250 – N6825P -- LAX82FA308 - Owner/operator: K. Jackson (Los Angeles) -- Fatal (1) - The plane departed from SMO for a local flight. The pilot subsequently called from downtown Los Angeles for a landing at SMO. He reported having engine trouble and struck the roof of a house in a densely populated area of Los Angeles, coming to rest on top of two cars. Probable
case was that the fuel selector was on the right tank, which was dry. The plane was destroyed and the pilot was killed.

9/21/1982 - Piper PA-28RT-201T - N80947 - LAX82FA347 - Owner: J. Valone (Los Angeles). Operator: Danforth Aviation (3306 Airport Avenue, Santa Monica - SMO) - Instructional - Nonfatal - After departing from SMO, the engine seized at approximately 3,500 ft and the aircraft was ditched off the beach at Malibu, suffering substantial damage. The right mag distributor block showed evidence of carbon tracking and cross firing. Neither end of the right mag had breather plugs installed. All spark plugs were excessively fouled and severely eroded. Springs on the spark plugs were burned and dirty. The #1 conrod was splitting lengthwise and was in several pieces. Examination of the logbook showed improper maintenance practices.

3/13/1983 - Mooney M20J - N8201V - LAX83FA138 - Owner: E. Eberhardt (Marina del Rey). Operator: C & K Aviation (2501 Airport Avenue, Santa Monica - SMO) - Fatal (2) - After departing from Mammoth Lakes en route to SMO and flying VFR in adverse weather (heavy rain and fog) when VFR was not recommended, the aircraft collided with power lines and then impacted terrain. There was fire after impact, the aircraft was destroyed, and two people died. Part of the aircraft rudder was found in the vicinity of the broken power line. The wreckage was located about 2.4 miles SW of the broken power line, near Chatsworth.

7/21/1983 -- CESSNA 172M -- N13658 -- LAX83LA356 -- Owner: J. Krischke. Operator: A & E Flying Club (Hawthorne) -- Nonfatal - After departing from Hawthorne Airport for SMO, the aircraft began to porpoise during landing at SMO and sustained substantial damage.

2/18/1984 -- BEECH A36 -- N9876T -- LAX84FA183 -- Owner/operator: Grayce Construction (Los Angeles) -- Nonfatal - After departing from SMO for Oxnard, the aircraft lost power due to electrical system and mechanical problems. The pilot returned to SMO, but the landing gear didn’t extend, and the aircraft sustained substantial damage.

9/3/1984 -- Great Lakes 2T-1A-Z -- N3673L -- LAX84LA468 -- Operator: California Aviation (2501 Airport Avenue, Santa Monica - SMO) -- Instructional - The student pilot and CFI departed SMO for Van Nuys Airport. During the 3rd touch-and-go landing at VNY, the student pilot applied heavy braking, causing the aircraft to noise over before coming to a rest inverted. It sustained substantial damage.

10/8/1984 -- CESSNA 180 -- N4932A -- LAX85LA022 -- Owner/operator: W. Weber (Big Bear) -- Nonfatal - The wheels locked up on landing at SMO and the aircraft nosed over, sustaining substantial damage.

12/1/1984 - Cessna 152 -- N4974B -- LAX85LA055 -- Owner/operator: Claire Walters Flight Academy (3200 Airport Avenue, Santa Monica - SMO) -- Instructional - Nonfatal -- On a solo cross-country flight that departed from SMO, the student pilot stated that, while landing at Paso Robles, a 45-degree cross wind picked up the wing and flipped the aircraft over. The plane sustained substantial damage.

5/4/1985 -- BEECH V35A -- N4RW -- LAX85FA238 -- Owner/operator: H. Sanderson (Los Angeles) - Air taxi flight -- Nonfatal - The aircraft departed from SMO for Richfield, Utah. Upon noting a fuel odor, the pilot returned to the airport. After the plane landed and was turning off the runway, fire erupted, and the plane was badly damaged. The fuel lines, which were supposed to be replaced every 5 years, did not appear to have been replaced.
8/30/1985 - Cessna T303 - N6490V - Owner: R. Risher (Century City). Operator: Gunnell Aviation (3000 Airport Avenue, Santa Monica - SMO) - Instructional - Nonfatal - After departing from SMO, the plane suffered a substantial loss of power in both engines, leading to a forced landing in a field in Simi Valley. The plane was engulfed in flames and destroyed. 3 people were seriously injured. The probable cause was a cracked fuel line fitting and a leaking turbocharger gasket.

7/5/1986 - Mooney M20F - N6762V - LAX86LA312 - Owner/operator: V. Kelly (Santa Monica) - Nonfatal - After departing from SMO for Ukiah, the aircraft collided with wires following a loss of control near Cloverdale, CA. The pilot was following a river at about 1,500 ft msl at a slow airspeed when the stall warning sounded. He lowered the nose in a downdraft and recovered too close to the ground. The plane sustained substantial damage.

10/16/1986 - Cessna 172 - N1048F - LAX87MA018 - Owner: C. Plank (Malibu). Operator: American Flyers (3021 Airport Avenue, Santa Monica - SMO) - Instructional -- Fatal (2) - While returning to SMO during flight training, the plane was diverted when the SMO runway was closed due to a disabled aircraft. Due to a series of air traffic control errors, in overcast weather, the plane hit the mountains in the Altadena area at an assigned altitude of 3,000 ft. The plane was destroyed. The student pilot and the instructor (who had just moved to California from Florida) were killed.

5/17/1987 -- CESSNA 182L – N42814 – LAX87FA207 – Owner/operator: T. Robinson (Pacific Palisades) -- Nonfatal -- Losing power shortly after takeoff from SMO, the single engine aircraft crashed into 3 cars while trying to land on Rose Avenue in Mar Vista. Inspection showed that the shaft bushing was worn, the maintenance facility had not done a final inspection per FAA guidelines, and the owner had refused to do a recommended major carburetor overhaul because of the quoted price. The aircraft was destroyed. The pilot, two passengers, and a motorist were injured.

6/18/1987 – Cessna 172N – N738JV – LAX87LA238 – Owner: B. Baker (Gardena). Operator: American Flyers (3021 Airport Avenue, Santa Monica - SMO) - Instructional - Nonfatal -- After the aircraft departed from SMO, witnesses stated that they had observed the aircraft flying erratically along and over the populated beach area in Malibu at altitudes varying from 10 to 50 feet above ground level. When the aircraft turned right towards the mountains, it cleared an apartment complex by 10 feet and eventually collided with the terrain, sustaining substantial damage.

7/15/1987 -- Cessna T210L – N7JT – LAX87FA267 – Owner/operator: N. Rubinstein (Culver City) -- Fatal (1) -- The plane departed from SMO headed for San Jose. Witnesses on a boat saw the aircraft in a steep climb altitude just below the bases of the clouds, followed by rolling over and diving steeply to the ocean off of Marina del Rey. The plane was destroyed and the pilot died.

8/11/1987 – Boeing 737 – N754UA – LAX871A304 – Nonfatal -- Pilots of an Americans Airline jet reported that a near-collision occurred 2.5 miles east of the Santa Monica VOR. The co-pilot took evasive action and estimated that they passed the unidentified aircraft with about 100 ft of separation.

9/22/1987 -- CESSNA 172P – N5366 – LAX87LA349 – Owner: ATE of New York. Operator: American Flyers (3021 Airport Avenue, Santa Monica - SMO) - Instructional -- Nonfatal - The student pilot, on his first supervised solo flight, stated that the aircraft caught a gust of wind and ballooned while he was landing at SMO, that he overcorrected, and that the aircraft nosed down into the runway, resulting in substantial damage.
11/24/1987 - Cessna 152 - N5418P - LAX88LA054 - Owner: Lawson/Nol (Los Angeles). Operator: Gunnell Aviation (3000 Airport Avenue, Santa Monica - SMO) - Instructional - Nonfatal - After departing from SMO, a partial loss of power occurred while the student pilot was on a solo cross-country flight. He made an emergency landing on an upward sloping terrain near San Clemente. During the landing roll, the nose gear hit a hole and the aircraft nosed over. The plane sustained substantial damage/ The #3 exhaust valve would not operate as the crankshaft was rotated. During maintenance the previous day, the #3 valves had been adjusted.

5/10/1989 - Beech 200 -- N39YV - LAX89FA192 - Owner/operator: Mesa Airlines (New Mexico) - Fatal (1) - Two planes, including N39YV, departed SMO on a cross country flight to Farmington, New Mexico. The 2nd pilot reported that they were around 4,500 feet as they neared the mountains, and that clouds were about 1,000 ft above. The 2nd pilot heard the lead pilot report that he was going up. This was the last known transmission. Two days later, the lead aircraft was found where it had crashed, about 100 ft below the top of a 7,400 ft mountain ridge near Azusa, CA. The plane was destroyed. The probable cause was improper in-flight planning decision.

7/7/1989 -- CESSNA 150M – N704YY – LAX89LA236 – Owner: M. Milleken. Operator: Danforth Aviation, 3306 Airport Avenue, Santa Monica (SMO) - Instructional -- Nonfatal - Due to improper installation of the carburetor throttle linkage arm, the engine power dropped to idle as the flight instructor and student pilot were practicing touch-and-go landings and takeoffs at SMO. During the descent into a forced landing, the airplane impacted wires and a traffic light pole and ended up on Rose Avenue in Venice. The plane sustained substantial damage. Post accident inspection revealed that the throttle arm had fallen off the carburetor shaft.

7/9/1989 -- Cessna 210 – N609AC – LAX89LA233 – Owner/operator: P. Gondal (Marina del Rey) - Instructional -- Nonfatal - On its first flight after annual inspection, the plane departed from SMO but subsequently lost all engine power, and the pilot was forced to land at Hillcrest Country Club Golf Course, 10000 W. Pico Blvd., Los Angeles 90064. The plane was destroyed. One person suffered serious injuries, a second person suffered minor injuries. The cause was an under-torqued oil line fitting, due to its improper installation by maintenance personnel. This resulted in a loose oil line fitting, an oil line leak, oil exhaustion and subsequent failure of the engine.

8/6/1989 -- CESSNA 152 – N95693 – LAX89LA266 – Operator: Gunnell Aviation, 3100 Donald Douglas Loop North, Santa Monica (SMO) - Instructional -- Nonfatal - During solo flight which departed from SMO, the student pilot landed hard at SMO, the plane began to porpoise down the runway, with each oscillation growing larger until the nose gear collapsed.

9/2/1989 -- World War II vintage P-51 Mustang – N51MR -- LAX89FA295 -- Nonfatal -- (This account is from the blog of the pilot's sister-in-law.) "Out of the blue, an actual bolt flew off the engine and into the propeller...birds followed. The plane spiraled out of control. The plane rolled, rolled again, and crashed" into a home on Wade St. in Mar Vista. "The two elderly sisters who owned the house were not at home -- they were out walking their dog." The pilot and his co-pilot wife suffered grave injuries.

10/7/1989 - Piper PA-38-112 - N251ST - LAX90LA005 - Owner/operator: C & K Aviation, 2501 Airport Avenue, Santa Monica (SMO) - Instructional - Nonfatal - After departing from Santa Paula for Paso Robles, the 44-hour student pilot failed to understand that the uncontrolled Paso Robles airport’s 3 windsocks and wind tee were indicating that Runway 13 was favorable for landing. Instead, the
pilot landed on Runway 31, experienced a quartering tailwind, drifted off the left side of the runway, and nosed over in a plowed field. The plane sustained substantial damage.

10/26/1989 -- Wheeler Aircraft Co. EXPRESS 100 - N200EX - LAX90DUD01 - Owner/operator: Wheeler Aircraft (Tacoma) -- Nonfatal - Departing from SMO for El Monte, the experimental aircraft crashed into 3 homes on Greenfield Ave. in West Los Angeles, causing a fire. Probable cause was the mechanical failure of the engine due to the wearing away of the piston pin plug, the connecting rod bearings, and a broken connecting rod. The plane was destroyed, and the pilot and passenger were injured.

2/26/1990 -- REID LONG-EZ - N100PY - LAX90DUD02 - Owner/operator: W. Reid (Los Angeles) -- Fatal (1) - About a half hour after takeoff from SMO, the home-built aircraft crashed into the ocean about 4 miles offshore from the Pier in heavy fog. The probable cause was the pilot’s loss of control due to special disorientation. “The tower queried the flight about its position and the pilot responded that ‘Actually, I can’t tell.’ That was the last communication.” The plane was destroyed and the pilot died.

8/24/1990 -- Hughes 369D - N5012A - LAX90LA303 - Owner/operator: Aris Helicopter (San Jose) -- Non-fatal - After departing from LAX, the pilot landed the helicopter on the roof of a shopping mall parking structure in Santa Monica and exited with the engine running. The helicopter lifted off about 10 feet and rolled over, suffering substantial damage. Probable cause was the pilot’s decision to exit the helicopter with the engine running and no one at the controls.

2/24/1991 -- PIPER PA46-301P – N9132X – LAX91LA112 – Owner/operator: Malibu Air (Santa Monica) -- Nonfatal - After departing from Taos for SMO, the aircraft crashed into a home on Sherbourne Drive in West Los Angeles while attempting an emergency landing. The aircraft suffered substantial damage. The pilot had miscalculated the weight of the passengers and baggage (260 pounds over the maximum weight limit), which led to miscalculating the fuel consumption rate. The result was fuel exhaustion and loss of engine power.

10/4/1991 -- Cessna 152 – N93839 -- Nonfatal (see next entry)

10/4/1991 -- Cessna 421C – N5486G – LAX92LA007A – Owner/operator: T . Dalton (Los Angeles) -- Nonfatal - The Cessna 421 pilot looked down as he was approaching the run-up area and taxied into the stopped Cessna 152, which was waiting for takeoff clearance, causing substantial damage.

1/18/1992 -- MOONEY M-20-C – N6481U – LAX92FA094 – Owner/operator: J. Wirgler (Santa Monica) -- Fatal (2) - Shortly after taking off from SMO, the aircraft clipped a utility pole, burst into flames, and ended up in the front yard of a home on Dewey St. at Walgrove in Santa Monica. The plane was destroyed, and the pilot and passenger died. The probable cause was fuel contamination by water due to failure of the fuel caps to properly seal. According to the Los Angeles Times, the identification of the pilot was made by Gary Danforth of Danforth Aviation (SMO), who said he had sold, maintained, and provided storage for the 4-passenger craft. He also said that Wirgler had owned the plane for about 6 months.

3/9/1992 -- CESSNA 172P – N98662 – LAX92LA140 – Owner: ATE of New York. Operator: American Flyers (3100 Airport Avenue, Santa Monica - SMO) - Instructional -- Nonfatal - On a second supervised solo flight, the student pilot lost control of the plane on the 3rd of 3 landings at SMO due to excessive approach airspeed. The plane bounced, which damaged the firewall.
4/2/1992 - Robinson R22B - N504RS - LAX92LA162 - Owner: S. Randolph (Los Angeles). Operator: Santa Monica Helicopters (3100 Donald Douglas Loop North, Santa Monica - SMO) - Instructional - The aircraft departed from Van Nuys Airport. The flight instructor reported that he delayed the flare until it was too late to properly touchdown from the autorotation landing he was demonstrating to his student in Simi Valley. One skid dug into the soft ground, control was lost, and the helicopter dynamically rolled over, sustaining substantial damage.

6/24/1992 - Newhall - Cessna 140 -- N76962 - LAX92LA261 -- Owner/operator: B.Grieves (Santa Monica) - Instructional - Nonfatal - The student pilot initiated a solo cross-country flight into a mountain pass, encountered turbulence, and made a precautionary landing on a road near Newhall, colliding with a fence and a berm, sustaining substantial damage. The student’s flight had not been authorized by a certified flight instructor. The FAA had previously warned the pilot not to perform unauthorized flights in his airplane. Probable cause was the pilot’s poor judgment and his overconfidence in his ability to fly his airplane.

9/5/1992 -- CESSNA 182A – N54566 – LAX92LA375 – Owner: L. Albright (Los Angeles) -- Nonfatal – Arriving from Agua Dulce, the pilot undershot the SMO runway, causing the plane to nose over onto its back. The plane sustained substantial damages, and 4 people suffered minor injuries.

9/14/1992 – Robinson R22 helicopter -- N40795 – LAX92LA385 – Owner/operator: Kim Giffoni, 3100B Donald Douglas Loop, Santa Monica (SMO) -- Nonfatal – Departing from Oxnard, the helicopter landed hard in Ojai after total loss of engine power, for undetermined reasons, during a practice auto-rotation. It sustained substantial damage.

4/29/1993 -- CESSNA 172N – N401KA – LAX93LA193 – Owner: C. Chrysilious. Operator: King Aviation (Van Nuys) -- Nonfatal – Departing from Avalon for SMO, the pilot failed to recover from a bounced landing at SMO, which subsequently collapsed the nose landing gear and caused substantial damage. The pilot’s failure to attain a proper touchdown point was a factor.

7/2/1993 -- Piper PA-24-180 – N8058P – LAX93LA271 – Owner/operator: L. Briem (Malibu) -- Nonfatal – After departing from SMO, the aircraft experienced a total loss of power, crashed into the ocean about 2 miles off of Malibu, and sank in 20 feet of water. The pilot had executed the emergency procedures and had attempted to restart the engine, but without success. The plane sustained substantial damage and the pilot was injured. The probable cause was that although the fuel selector valve handle was selected to the right tank, which had 15 gallons of fuel, the valve was positioned toward the left tank, which was empty. The valve shaft displayed extreme wear and was rounded, even though an annual inspection had been performed 16 flight hours before the accident.

11/26/1993 -- SIAI-MARCHETTI F-260 – N126MJ – LAX94FA058 – Owner: K. Halsey. Operator: R. Belzer (Culver City) -- Instructional -- Fatal (3) -- The student pilot requested approval from the SMO tower to do a couple 360-degree turns over the Pier. He failed to maintain minimum air speed during a turn, which resulted in an inadvertent stall/spin. The aircraft crashed into the carport of an apartment building on 4th St. near Bay and burst into flames. Contributing to the accident was improper weight (90 pounds over the gross weight limit), improper balance, inadequate altitude, and inadequate supervision from the instructor. The plane was destroyed. The pilot (the son of filmmaker Sidney Pollack) and 2 passengers died.
12/7/1993 -- CESSNA 177RG -- N52039 -- LAX94LA068 -- Owner/operator: W. Stanke (Carson City, Nevada) -- Nonfatal -- After departing from Carson City for Santa Monica, witnesses reported that the airplane was traveling at a high airspeed on approach to SMO. The plane touched down at midfield at SMO and began to bounce. It then overran the runway and went down an embankment. It sustained substantial damage.

2/12/1994 -- Cessna 172K -- N7333G -- LAX94LA123 -- Owner: H. Lacorne (Los Angeles). Operator: D. Leigh-Taylor (Santa Monica) -- Nonfatal -- After departing from SMO, the pilot reported that he was landing uphill on a private airstrip in New Cuyama with a gusting left crosswind. The pilot said he lost control after touchdown and the aircraft ground looped, damaging the wings and landing gear. The pilot suffered minor injuries.

3/11/1994 -- PIPER PA-28-180 -- N8129W -- LAX94FA159 -- Owner/operator: D. Thompson (Culver City). -- Fatal (1) -- After departing from SMO, the aircraft crashed into a home on Barrington Avenue near National, in West Los Angeles. Investigators blamed a loose engine cowling. The engine cowling, improperly fastened after repairs, came loose, as the pilot attempted to return to the airport, creating so much wind resistance that the aircraft could no longer fly. The plane was destroyed. The passenger died, and the pilot was injured.

4/23/1994 -- Fairchild SA-227 -- N27220 -- LAZ941A203 -- The Skywest Airlines flight departed from Santa Maria for LAX. While descending into the downwind leg of the LAX traffic pattern, the commuter plane encountered wake turbulence from a receding Boeing 747-400 and the airplane rolled and inverted. The pilot recovered the airplane, and the flight continued and landed without further incident. Radar data showed that the commuter plane was ca. 5 miles from the B-747, which met the current separation criteria. The plane sustained minor damage, and one person suffered minor injuries. The zip code of the event was 90405 (Santa Monica).

4/20/1994 -- PIPER PA-32R-301T -- N8171G -- LAX94FA198 -- Owner: C. Nassif (Studio City). Operator: P. Brinnon (Northridge) -- Fatal (1) -- Just after lift-off from SMO, witnesses heard the engine sputter several times and then quit. The pilot began a 180-degree right turn, then descended nose-down and struck a utility pole and a residential garage on Ashland Avenue near 23rd. A post-crash fire ensued and the plane was destroyed. The pilot died on impact. The probable cause was fuel starvation resulting from the failure of the pilot to select a tank containing fuel, and his failure to maintain adequate airspeed while maneuvering for a forced landing, which resulted in an inadvertent stall. After this accident, the Santa Monica Airport Commission established a Safety Committee, which made 37 recommendations.

11/22/1994 -- BEECH 95-B55 -- N1898W -- LAX95LA040 -- Owner: B. Yari (Houston, TX). Operator: Cloverfield Aviation (2501 Airport Avenue, Santa Monica – SMO) -- Instructional -- Nonfatal -- The instructor and student pilot departed from SMO on a cross-country checkout. The instructor knew the aircraft had inaccurate fuel gages. When the aircraft lost power, he glided to the SMO runway with the landing gear retracted. The aircraft was destroyed by the post-crash fire. Probable cause was loss of power in both engines due to fuel starvation cased by the instructor’s miscalculations.

5/7/1995 -- DAVENPORT LONG-EZ -- N41BF -- LAX95LA180 -- Owner/operator: W. Davenport (Los Angeles) -- Nonfatal -- The home-built experimental aircraft lost power as it approached SMO, snagged power lines, narrowly missed a home, and crashed into a garage in the 13000 block of Warren Avenue in Mar Vista. The plane was destroyed. The pilot was critically injured, with severe head injuries. The probable cause was fuel starvation due to a modification of the fuel system that
rendered it incapable of maintaining adequate fuel pressure. This was the first flight following the removal of both fuel pumps by the pilot/owner. According to the NTSB, the builder/pilot’s lack of understanding of the fuel system was a factor in this accident.

7/13/1995 -- MOONEY M-20-M - N200CT - LAX95LA251 - Owner/operator: C. Tabor (Anderson, SC) -- Nonfatal -- During takeoff roll at SMO, en route to Abilene, Texas, the pilot realized he had no airspeed indication, decided to abort the takeoff, and skidded off the end of the runway. The plane caught fire and sustained substantial damage. The probable cause was an improperly installed pilot line to the airspeed indicator.

8/12/1995 – Ronnenberg/Murphy Berkut - N91DR - LAX95LA289 - Owners: Ronnenberg/Murphy (3025 Airport Avenue, Santa Monica - SMO). Operator: Experimental Aviation -- Fatal (1) -- During a demonstration air show routine in Santa Paula, the pilot inadvertently entered into an accelerated stall in a maximum performance high-g turn, at an altitude insufficient to recover aircraft control prior to colliding with the ground. The plane was destroyed, and the pilot died.

8/4/1996 – Cessna 421C 00 N6209V - LAX96LA296 - Owner: T. Svdgian (Las Vegas). Operator: S. Badzhaksizyan (Laguna Beach). Nonfatal -- The plane departed from SMO for Avalon. On landing, the airplane “appeared to float” and did not touch down until midfield on the 3,240-ft runway. The pilot was unable to stop in time. The plane went down an embankment, collided with rough terrain, and came to rest about 120 feet SW of the runway’s end. The plane sustained substantial damage. 7 people were injured (4 seriously). Probable cause was the pilot’s failure to initiate a go-around when a landing overshoot became apparent. Factors which contributed to the accident were: the pilot’s excessive airspeed and misjudged distance during landing, his lack of flying experience in the Cessna, and overconfidence in his personal ability. The pilot previously had landed at SMO. According to the FAA, at Santa Monica the airplane had touched down about 1,000 feet prior to the end of that 4,957-foot-long runway.

2/7/1997 -- Cessna 310Q - N10ML - LAX97LA097 - Owner: Circuitron Corp. (Wilmington, Delaware). Operator: G. Hakman (Los Angeles) -- Nonfatal -- After departing SMO for Camarillo, both engines lost power. The pilot made a forced landing on Rancho Park Golf Course, 10640 W. Pico Blvd., Los Angeles 90064. The plane collided with trees and rough terrain and sustained substantial damage. The commercial pilot and passenger suffered minor injuries. Both fuel selectors were improperly set to the left main tank, which was completely dry.

8/21/1997 – Cessna 172RG -- N99710B - LAX97LA297 - Owner/operator: Justice Aviation (2701 Airport Avenue, Santa Monica - SMO) -- Nonfatal -- After departing from SMO, the pilot landed hard at Fox Field in Lancaster. The left main landing gear collapsed, and the aircraft veered off to the left of the runway, sustaining substantial damage.

8/16/1998 – Cessna 177 -- N177GS – LAX98FA267 – Owner/operator: G. Suozzi (Marina del Rey) -- Nonfatal -- The plane departed from Santa Barbara and the engine cased delivering power during the nighttime instrument landing approach to SMO. When they broke out of the clouds, it was apparent to the pilot that the aircraft would not be able to glide to SMO. He maneuvered the aircraft toward a school athletic field (Webster Junior High School, 11330 Graham Place, Los Angeles 90064 -- on Sawtelle Blvd. between Pico and National, in West Los Angeles) and made an emergency landing. The aircraft impacted a utility power pole and severed electrical wires prior to landing inverted on the athletic field. The plane was destroyed. Two people suffered major injuries, and two people suffered minor injuries. Two of the passengers told different witnesses
that the aircraft had run out of fuel. Probable cause was the failure of the pilot to accurately
determine that an adequate quantity of fuel was aboard the aircraft for the intended flight.

Douglas Loop South, Santa Monica - SMO) - Instructional - Nonfatal - The student pilot departed
from SMO on his first solo cross-country flight. The aircraft’s landing gear collided with a runway
marker during landing at Santa Barbara, and the plane sustained substantial damage. The probable
cause was the pilot’s inadequate compensation for the existing crosswind condition.

(2828 Donald Douglas Loop North, Santa Monica - SMO) - Non-scheduled passenger flight -- Nonfatal
- The air taxi departed Montrose, CO for Van Nuys. On final approach to VNY, the pilot flew the
airplane above reference speed, landed long, overran the runway, and collided with airplanes in
the tie down area. During descent, the airplane reached speeds of over 300 knots and attained
descent rates in excess of 4,000 feet per minute. After the airplane came to a rest on the ground, the
aircrew evacuated the plane prior to off-loading their passenger.

Nonfatal - After departing from Santa Ana for SMO, the pilot reported that he made a steep vertical
descent before leveling off and landing on runway 21. A witness said the plane landed hard and
porpoised down the runway four times before the left wing hit and the plane ground looped. The
plane sustained substantial damage.

Hills) -- Nonfatal - After departing from Camarillo, the plane landed at SMO. A strong gust of wind
lifted the wing, then the plane bounced and porpoised down the runway. The pilot attempted a go
around, but the plane veered off the runway, passed over a taxiway, clipped 2-parked planes,
crossed another taxiway, and hit a steel hanger door. The plane sustained substantial damage, and
two people suffered minor injuries.

(Arroyo Grande, CA) - Executive/corporate flight -- Nonfatal - Departing from Long Beach, during
the final approach at SMO, while executing a VOR-A instrument approach, the land plane landed
hard, collided with the runway VASI display, and caught fire. The impact collapsed the landing gear
and the airplane slid forward another 1,000 feet down the runway. The plane sustained substantial
damage, and one person suffered minor injuries. The probable cause was the failure of the pilot to
establish and maintain a stabilized approach.

10/31/1999 – Cessna 170A – N9063 – LAX000LA029 – Owner/operator: A. Bergman (Santa Monica) –
Nonfatal - After departing from SMO, the pilot perceived that his airplane’s engine was running
rough.

He elected to make a precautionary landing on a smooth dry lakebed in El Mirage, CA to evaluate
the engine. During rollout, the pilot lost directional control and ground looped. The plane sustained
substantial damage.

Justice Aviation, (2701 Airport Avenue, Santa Monica - SMO) -- Fatal (3) - A non-instrument rated
private pilot rented a Cessna 172 from Justice Aviation. The pilot had taken his primary flight
lessons from a Texas-based school and he was, by his own admission, not familiar with flying around
marine cloud layers. After departing from SMO, while flying over the ocean on a dark, moonless night, the pilot initiated a turn away from the city lights and commenced descending with a vertical descent rate of over 2,100 feet per minute. A witness one mile away reported that the plane looked as though it was falling straight into the water. The probable cause was the pilot’s loss of airplane control while maneuvering due to spatial disorientation. Contributing factors were the dark night, the marine cloud layer that restricted the pilot’s cruising altitude, and the pilot’s lack of familiarity with nighttime flight over the ocean. The plane was destroyed. The pilot and 2 passengers died.

11/13/2001 -- Cessna 340A - N2RR - LAX02FA028 - Owner/operator: R. Runyon (Los Angeles) -

Fatal (2) - During takeoff from SMO en route to Van Nuys, witnesses reported observing the airplane traveling along the runway at an unusually high speed, with normal engine sound, but without becoming airborne, followed by an abrupt reduction in engine power and the sound of screeching tires. Skid marks were present on the last 1,000 feet of the runway. The plane vaulted an embankment, impacted a guardrail on an airport service road 30 feet below, near 23rd St., and burst into flames. The probable cause was the pilot’s failure to remove the control gust lock prior to takeoff, and his failure to abort the takeoff with sufficient runway remaining to stop the plane on the runway. The plane was destroyed. Both the pilot and his passenger died.

2/3/2002 – Beech 95-B55 – N9DD – LAX02LA076 – Nonfatal – The twin-engine plane, piloted by the owner, took off from SMO. It lost power in both engines and landed short of the Hi Desert Airport runway in an unprepared field near homes in Joshua Tree. The plane sustained substantial damage. The main tanks each had 23 gallons of fuel remaining, and the fuel selector valve handles were in the main tank position. (Source: aircrashed.com)

6/6/2003 – Beech A36TC – N1856P – LAX03FA182 – Owner/operator: J. Siegel (Santa Monica) -

Fatal (5) -- The aircraft took off from SMO, headed for Las Vegas. During the en route climb-out, the airplane entered the base of an overcast cloud layer, and then descended out of the clouds in a spinning, steep nose down attitude that continued to impact with a 3-story apartment building at 601 N. Spalding Drive, near Fairfax High School. It collided with the roof and came to rest in a subterranean parking area. A post-impact fire destroyed the plane. Probable cause was the pilot’s in-flight loss of control due to spatial orientation and failure to maintain airspeed, which resulted in a stall/spin. Also causal was the pilot’s disregard of the weather information provided and his attempt to continue VFR flight into IMC (instrument meteorological conditions, which require a pilot to follow IFR or Instrument Flight Rules). The pilot did not hold an instrument rating. The pilot and passengers had been at the airport for at least 8 hours, waiting for weather conditions to clear. The pilot, 3 passengers, and a resident of the apartment building died. There were also 7 serious injuries on the ground.

12/23/2003 – Learjet 24B -- N600XJ – LAX04FA075 – Owner/operator: Pavair (3135 Donald Douglas Loop South, Santa Monica - SMO) - Executive/corporate flight – Fatal (2) -- After departing from Chino (CNO) for Sun Valley, the aircraft departed from controlled flight for undetermined reasons and crashed near Helendale, CA. The plane was destroyed. The captain and first officer were fatally injured.

3/16/2004 – Mooney M20K – N1148V – LAX04FA162 – Owner/operators: P. Tobias & H. Kilpatrick – (Malibu) -- Fatal (2) - During an attempted missed approach in heavy fog at SMO, the aircraft
crashed into a home on Mountain View Avenue in Mar Vista. The accident occurred while the pilot was returning home following a skiing vacation in Mammoth. As the pilot approached the airport, a fog bank moved in and the local weather conditions deteriorated. Near the time that the pilot received his instrument approach clearance, the visibility decrease to ½ mile, and the ceiling lowered to 200 feet above ground level; however, that information was not disseminated to the pilot by either the control tower or approach controller, contrary to FAA internal directives. The radar showed the airplane making 360-degree turns about ½ mile from the runway until descending, with what ground witnesses described as increasingly steep angles of bank, into a house. Probable cause was the pilot’s loss of airplane control while maneuvering due to spatial disorientation. Contributing factors were the low ceiling, reduced visibility (fog), and the pilot’s lack of instrument flying currency. The plane was destroyed. The pilot and his wife died.

12/4/2004 -- Piper PA-28-181 - N253D - LAX05CA043 - Owner: J. Olson. Operator: Justice Aviation - (Santa Monica - SMO) -- Instructional -- Nonfatal - Flown by a student pilot, the plane failed to touch down and, about halfway down the SMO runway, continued to float. When it finally touched down, the instructor applied the brakes, turned right to avoid a ditch, and overran the runway. The plane sustained substantial damage. The probable cause was inadequate supervision, inadequate compensation for tailwind conditions, and delayed remedial action.

2/10/2005 – Cessna P210N -- N432AR – LAX05FA092 – Fatal (2) – Owner/operator: Action Air Express (2701 Airport Avenue, Santa Monica - SMO) – Non-scheduled passenger flight -- After departing from Fresno for SMO, during the instrument cross-country flight at night, the pilot encountered severe turbulence at 9,000 ft msl and entered an uncontrolled descent to impact with mountainous terrain at 2,300 feet msl near Lebec, CA. NO record was found that the pilot obtained a preflight or in-flight weather briefing from any official aviation weather service. The plane was destroyed. 2 people died.

3/13/2006 -- Beech A36 – N16JR – LAX06FA129 – Owners: Carlin & Tomarken. (Los Angeles) Operator: P. Tomarken -- Fatal (2) - The engine lost power during the takeoff-initial climb from SMO. The pilot tried to return to the airport, then planned to attempt to land on the beach, and ended up ditching into the ocean, where the plane sank in 20 feet of water. Probable cause was the failure of an aviation maintenance technician to properly torque and cotter pin the number 2 connecting rod bolts at their attach point to the crankshaft, which resulted in separation in flight and complete power loss. The pilot (game show host Peter Tomarken) and his wife died. The Tomarkens, who were volunteers with Angel Flight West, a non-profit organization that provides free transportation to needy medical patients, were flying to San Diego to pick up a cancer patient who needed transportation to UCLA Medical Center.

5/3/2006 – Piper PA-28-181 -- N441MA – LAX06CA159 -- Owner: S.White. Operator: Justice Aviation (Santa Monica - SMO) - Nonfatal -- After departing from Paso Robles for Columbia, CA, the airplane veered off the Columbia runway and came to rest in a ditch. The plane sustained substantial damage. One person suffered minor injuries.

8/31/2006 – Cessna 172P -- N97306 – LAX06CA281 – Owner/operator: Tower 20 Enterprises (Santa Monica). Nonfatal - After departing from SMO, the pilot collided with a house during a go-around in Spanish Springs, Nevada. The plane sustained substantial damage.

8/31/2007 - Lancair Company LC41-550FG – N2520P – SEA07FA247 – Owner/operator: A. Pasori (Solvang) - Fatal (6) -- After departing from SMO for Kernville, the plane crashed near Kern Valley
Airport. A witness at the airport stated that, after aborting a first landing attempt, the plane began a left turn, followed by its nose dropping straight down before impacting terrain and bursting into flames. The airplane was completely destroyed by the post-impact fire. Subsequent to purchasing the plane, the pilot had received Lancair training from a certified flight instructor who was neither factory trained, nor a Lancair/Columbia factory trained instructor. The plane, which was designed for pilot and 3 passengers, was 65 lbs over the maximum takeoff weight and 85 lbs over maximum landing weight, and was carrying 6 persons. All 6 died (4 adults and 2 children).

1/13/2008 -- DeSousa Jabiru J400 - N522RJ - SEA08LA060 - Owner/operator: R. de Sousa (Boulder, Colorado) -- Nonfatal -- After departing from Avalon for Santa Monica, the private pilot of the home-built aircraft stated that the airplane touched down beyond the midpoint of the SMO runway. The brakes failed, and the plane overran the runway and collided with a ditch. The plane sustained substantial damage. The probable cause was the pilot’s failure to attain the proper touchdown point and the loss of the wheel brake system.

10/7/2008 -- Iniziative Industriali Italian Sky Arrow 600 Sport - N454SA - WPRO9FA005 - Owner/operator: Northfield Aviation LLC (3100 Donald Douglas Loop North, Santa Monica - SMO) -- Instructional -- Fatal (1) -- After departing from SMO, witnesses observed the plane flying low over the water. And then, while it was making a steep left turn, they saw it nose over and impact the ocean off Malibu and sink. The student pilot and instructor, who suffered critical injuries, were flown by helicopter to UCLA Medical Center. The instructor died on 10/24/08.

1/28/2009 -- SIAI-MARCHETTI SF-260C - N688C - WPRO9FA102 - Owner: Wingspan, Inc. (Malibu). Operator: P. Emmanuelle (Santa Monica) -- Fatal (2) -- On departing from SMO, witnesses observed the airplane climb normally after takeoff until reaching an altitude between 200 and 400 feet, then the engine sound stopped. The airplane appeared to slow down as it made a right turn, followed by a descending spin until impacting the west end of the runway and bursting into flames. The probable cause was the pilot’s failure to select the proper fuel tank for takeoff, which resulted in a loss of engine power. Contributing to the accident was the pilot’s failure to maintain aircraft control while attempting a return to runway maneuver. The pilot, Paulo Emmanuelle, who was the general manager of the Airliners.net website, and his passenger both died.

8/2/2009 -- Davenport DAVE-EZ - NTCE - WPR09LA309 - Owner/operator: W. Davenport (Los Angeles) -- Nonfatal -- The aircraft experienced engine failure after takeoff from SMO. The pilot attempted to turn back to land but crashed on the taxiway and suffered serious injuries. The plane sustained substantial damage. The reason for the loss of engine power was not determined.

7/1/2010 -- Cessna 152 - N94838 - WPR10FA325 Owner: Kim Davidson Aviation (an FAA Certificated Repair Station at 2701 Airport Avenue, Santa Monica - SMO). Operator: Justice Aviation (3011 Airport Avenue, Santa Monica - SMO) -- Fatal (1) -- During the takeoff climb following a touch-and-go landing SMO, the pilot communicated with a tower controller that he needed to return to the airport for landing, but did not indicate the type of problem. Witnesses observed the airplane make a 90-degree left turn and enter into a spiraling nose-dive. The airplane subsequently impacted a copse of trees near the 8th hole of the Penmar Golf Course. The plane sustained substantial damage. The pilot died. Probable cause was the pilot’s failure to maintain adequate airspeed and airplane control during initial climb, which resulted in an aerodynamic stall/spin and subsequent impact with the ground.
7/2/2010 – Beech E-55 - N3644A 00 WPR10LA347 – Owner: Kian Aviation (Pasadena). Operator: K. Heknat (Beverly Hills) - Nonfatal - After departing from SMO, the aircraft flew to Las Vegas. On approach to McCarran International Airport (LAS), the pilot reported that the airplane experienced a total electrical failure. During landing rollout, the nose gear collapsed, followed by the collapse of both main landing gear. The plane sustained substantial damage.

3/10/11 -- Piper PA-280R-200 - N75224 - WPR11LA160 – Owner: Justice Aviation or East Pole Aviation LLC (New York). Operator: Justice Aviation, 3011 Airport Avenue, Santa Monica - SMO) -- Instructional -- Nonfatal - After departing from SMO, the plane lost power and the instructor from Justice Aviation took over from the student pilot. Despite numerous attempts to regain engine power, he was unsuccessful and was forced to land in a field near Agoura Hills. The plane sustained substantial damage.

8/29/2011 -- Cessna 172 – Owner: Justice Aviation (3011 Airport Avenue, Santa Monica - SMO) – Instructional -- Nonfatal -- According to newspaper reports, the pilot, after 40 hours of instruction, attempted to land at SMO and was instructed to go around. The plane crashed into the side of a house at 21st and Navy. The pilot and one person on the ground were injured.

6/24/1970 -- Former City Councilman Kenneth Wamsley was involved in a fatal crash adjacent to Penmar Golf Course after having taken off from SMO. (Source: Nat Trives)

1978 to 1987 - Eleven “landing off the runway” incidents involving airplanes that used SMO occurred during these years.

Summer of 1980 -- Santa Monica Councilman and former Mayor Pieter van den Steenhoven died when his light plane crashed into the ocean.

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1/19/1982 -- CESSNA 182E – N9255X – LAX82DA043 – Owner/operator T .Dalton (Los Angeles) -- Nonfatal - The aircraft departed from Van Nuys Airport. Upon landing touchdown at SMO, the aircraft bounced at high speed and departed the runway. The pilot applied brakes and the aircraft skidded to a halt just before a ditch.

4/10/1982 -- PIPER PA-38-112 – N2588D – LAX82DA145 – Owner/operator: California Aviation (2501 Airport Avenue, Santa Monica - SMO) – Instructional -- Nonfatal - During landing at SMO, the student pilot allowed the aircraft to bounce. The nose gear buckled and the aircraft skidded off the runway, sustaining substantial damage.


6/26/1982 – Cessna 150 – N45477 -- LAX82FUVM15 – Owner: S. Parfet (Santa Monica) -- Nonfatal -- Before departing from SMO for Monterey, the pilot forgot, in his fuel calculations, to account for fuel that had been burned previously. During the flight, when the pilot recognized his fuel state, there was not enough remaining to reach an airport. The aircraft ran out of fuel about 6 miles from
the destination airport while the pilot was landing in a field near Point Lobos. The aircraft nosed over.

7/5/1982 -- Beech 60 - N626RP - LAX82FA244 - Owner/operator: R. Phillips (Santa Monica) -- Nonfatal - The aircraft departed from SMO for Oceano, CA. At 700 feet, the left engine failed, the right engine lost power, and the plane crashed into the ocean about 2,000 yards from the Pier. Lifeguards rescued the pilot when he surfaced.

8/22/1982 - Piper PA-24-250 - N6825P -- LAX82FA308 - Owner/operator: K. Jackson (Los Angeles) -- Fatal (1) - The plane departed from SMO for a local flight. The pilot subsequently called from downtown Los Angeles for a landing at SMO. He reported having engine trouble and struck the roof of a house in a densely populated area of Los Angeles, coming to rest on top of two cars. Probable case was that the fuel selector was on the right tank, which was dry. The plane was destroyed and the pilot was killed.

9/21/1982 – Piper PA-28RT-20IT – N80947 -- LAX82FA347 – Owner: J. Valone (Los Angeles). Operator: Danforth Aviation (3306 Airport Avenue, Santa Monica - SMO) - Instructional -- Nonfatal - After departing from SMO, the engine seized at approximately 3,500 ft and the aircraft was ditched off the beach at Malibu, suffering substantial damage. The right mag distributor block showed evidence of carbon tracking and cross firing. Neither end of the right mag had breather plugs installed. All spark plugs were excessively fouled and severely eroded. Springs on the spark plugs were burned and dirty. The #1 conrod was splitting lengthwise and was in several pieces. Examination of the logbook showed improper maintenance practices.

3/13/1983 - Mooney M20J -- N8201V – LAX83FA138 - Owner: E. Eberhardt (Marina del Rey). Operator: C & K Aviation (2501 Airport Avenue, Santa Monica - SMO) - Fatal (2) - After departing from Mammoth Lakes en route to SMO and flying VFR in adverse weather (heavy rain and fog) when VFR was not recommended, the aircraft collided with power lines and then impacted terrain. There was fire after impact, the aircraft was destroyed, and two people died. Part of the aircraft rudder was found in the vicinity of the broken power line. The wreckage was located about 2.4 miles SW of the broken power line, near Chatsworth.


2/18/1984 -- BEECH A36 – N9876T – LAX84FA183 - Owner/operator: Grayce Construction (Los Angeles) -- Nonfatal - After departing from SMO for Oxnard, the aircraft lost power due to electrical system and mechanical problems. The pilot returned to SMO, but the landing gear didn’t extend, and the aircraft sustained substantial damage.

9/3/1984 - Great Lakes 2T-1A-Z – N3673L - LAX84LA468 -- Operator: California Aviation (2501 Airport Avenue, Santa Monica - SMO) -- Instructional - The student pilot and CFI departed SMO for Van Nuys Airport. During the 3rd touch-and-go landing at VNY, the student pilot applied heavy braking, causing the aircraft to nose over before coming to a rest inverted. It sustained substantial damage.

10/8/1984 -- CESSNA 180 - N4932A - LAX85LA022 - Owner/operator: W.Weber (Big Bear) -- Nonfatal - The wheels locked up on landing at SMO and the aircraft nosed over, sustaining substantial damage.
12/1/1984 - Cessna 152 - N4974B - LAX85LA055 -- Owner/operator: Claire Walters Flight Academy (3200 Airport Avenue, Santa Monica - SMO) -- Instructional - Nonfatal -- On a solo cross-country flight that departed from SMO, the student pilot stated that, while landing at Paso Robles, a 45-degree cross wind picked up the wing and flipped the aircraft over. The plane sustained substantial damage.

5/4/1985 -- BEECH V35A - N4RW - LAX85FA238 - Owner/operator: H. Sanderson (Los Angeles) - Air taxi flight -- Nonfatal - The aircraft departed from SMO for Richfield, Utah. Upon noting a fuel odor, the pilot returned to the airport. After the plane landed and was turning off the runway, fire erupted, and the plane was badly damaged. The fuel lines, which were supposed to be replaced every 5 years, did not appear to have been replaced.

8/30/1985 – Cessna T303 – N6490V – Owner: R. Risher (Century City). Operator: Gunnell Aviation (3000 Airport Avenue, Santa Monica - SMO) – Instructional - Nonfatal – After departing from SMO, the plane suffered a substantial loss of power in both engines, leading to a forced landing in a field in Simi Valley. The plane was engulfed in flames and destroyed. 3 people were seriously injured. The probable cause was a cracked fuel line fitting and a leaking turbocharger gasket.

7/5/1986 – Mooney M20F – N6762V – LAX86LA312 – Owner/operator: V. Kelly (Santa Monica) – Nonfatal – After departing from SMO for Ukiah, the aircraft collided with wires following a loss of control near Cloverdale, CA. The pilot was following a river at about 1,500 ft msl at a slow airspeed when the stall warning sounded. He lowered the nose in a downdraft and recovered too close to the ground. The plane sustained substantial damage.

10/16/1986 – Cessna 172 – N1048F – LAX87MA018 – Owner: C. Plank (Malibu). Operator: American Flyers (3021 Airport Avenue, Santa Monica - SMO) – Instructional -- Fatal (2) -- While returning to SMO during flight training, the plane was diverted when the SMO runway was closed due to a disabled aircraft. Due to a series of air traffic control errors, in overcast weather, the plane hit the mountains in the Altadena area at an assigned altitude of 3,000 ft. The plane was destroyed. The student pilot and the instructor (who had just moved to California from Florida) were killed.

5/17/1987 -- CESSNA 182L – N42814 – LAX87FA207 – Owner/operator: T . Robinson (Pacific Palisades) -- Nonfatal -- Losing power shortly after takeoff from SMO, the single engine aircraft crashed into 3 cars while trying to land on Rose Avenue in Mar Vista. Inspection showed that the shaft bushing was worn, the maintenance facility had not done a final inspection per FAA guidelines, and the owner had refused to do a recommended major carburetor overhaul because of the quoted price. The aircraft was destroyed. The pilot, two passengers, and a motorist were injured.

6/18/1987 – Cessna 172N – N738JV – LAX87LA238 – Owner: B. Baker (Gardena). Operator: American Flyers (3021 Airport Avenue, Santa Monica - SMO) – Instructional - Nonfatal -- After the aircraft departed from SMO, witnesses stated that they had observed the aircraft flying erratically along and over the populated beach area in Malibu at altitudes varying from 10 to 50 feet above ground level. When the aircraft turned right towards the mountains, it cleared an apartment complex by 10 feet and eventually collided with the terrain, sustaining substantial damage.

7/15/1987 -- Cessna T210L - N7JT - LAX87FA267 - Owner/operator: N. Rubinstein (Culver City) -- Fatal (1) -- The plane departed from SMO headed for San Jose. Witnesses on a boat saw the aircraft in a steep climb altitude just below the bases of the clouds, followed by rolling over and diving steeply to the ocean off of Marina del Rey. The plane was destroyed and the pilot died.
8/11/1987 - Boeing 737 - N754UA - LAX871A304 - Nonfatal -- Pilots of an Americans Airline jet reported that a near-collision occurred 2.5 miles east of the Santa Monica VOR. The co-pilot took evasive action and estimated that they passed the unidentified aircraft with about 100 ft of separation.

9/22/1987 -- CESSNA 172P – N5366 – LAX87LA349 – Owner: ATE of New York. Operator: American Flyers (3021 Airport Avenue, Santa Monica - SMO) – Instructional -- Nonfatal - The student pilot, on his first supervised solo flight, stated that the aircraft caught a gust of wind and ballooned while he was landing at SMO, that he overcorrected, and that the aircraft nosed down into the runway, resulting in substantial damage.

11/24/1987 – Cessna 152 – N5418P – LAX88LA054 – Owner: Lawson/Nol (Los Angeles). Operator: Gunnell Aviation (3000 Airport Avenue, Santa Monica - SMO) – Instructional – Nonfatal – After departing from SMO, a partial loss of power occurred while the student pilot was on a solo cross-country flight. He made an emergency landing on an upward sloping terrain near San Clemente. During the landing roll, the nose gear hit a hole and the aircraft nosed over. The plane sustained substantial damage/ the #3 exhaust valve would not operate as the crankshaft was rotated. During maintenance the previous day, the #3 valves had been adjusted.

5/10/1989 – Beech 200 -- N39YV – LAX89FA192 – Owner/operator: Mesa Airlines (New Mexico) - Fatal (1) - Two planes, including N39YV, departed SMO on a cross-country flight to Farmington, New Mexico. The 2nd pilot reported that they were around 4,500 feet as they neared the mountains, and that clouds were about 1,000 ft above. The 2nd pilot heard the lead pilot report that he was going up. This was the last known transmission. Two days later, the lead aircraft was found where it had crashed, about 100 ft below the top of a 7,400 ft mountain ridge near Azusa, CA. The plane was destroyed. The probable cause was improper in-flight planning decision.

7/7/1989 -- CESSNA 150M – N704YY – LAX89LA236 – Owner: M. Milleken. Operator: Danforth Aviation, 3306 Airport Avenue, Santa Monica (SMO) - Instructional -- Nonfatal - Due to improper installation of the carburetor throttle linkage arm, the engine power dropped to idle as the flight instructor and student pilot were practicing touch-and-go landings and takeoffs at SMO. During the descent into a forced landing, the airplane impacted wires and a traffic light pole and ended up on Rose Avenue in Venice. The plane sustained substantial damage. Post accident inspection revealed that the throttle arm had fallen off the carburetor shaft.

7/9/1989 -- Cessna 210 – N609AC – LAX89LA233 – Owner/operator: P. Gondal (Marina del Rey) - Instructional -- Nonfatal - On its first flight after annual inspection, the plane departed from SMO but subsequently lost all engine power, and the pilot was forced to land at Hillcrest Country Club Golf Course, 10000 W. Pico Blvd., Los Angeles 90064. The plane was destroyed. One person suffered serious injuries, a second person suffered minor injuries. The cause was an under-torqued oil line fitting, due to its improper installation by maintenance personnel. This resulted in a loose oil line fitting, an oil line leak, oil exhaustion and subsequent failure of the engine. .

8/6/1989 -- CESSNA 152 - N95693 - LAX89LA266 - Operator: Gunnell Aviation, 3100 Donald Douglas Loop North, Santa Monica (SMO) - Instructional -- Nonfatal - During solo flight which departed from SMO, the student pilot landed hard at SMO, the plane began to porpoise down the runway, with each oscillation growing larger until the nose gear collapsed.
9/2/1989 -- World War II vintage P-51 Mustang - N51MR -- LAX89FA295 -- Nonfatal -- (This account is from the blog of the pilot's sister-in-law.) "Out of the blue, an actual bolt flew off the engine and into the propeller...birds followed. The plane spiraled out of control. The plane rolled, rolled again, and crashed" into a home on Wade St. in Mar Vista. "The two elderly sisters who owned the house were not at home -- they were out walking their dog." The pilot and his co-pilot wife suffered grave injuries.

10/7/1989 - Piper PA-38-112 - N251ST - LAX90LA005 - Owner/operator: C & K Aviation, 2501 Airport Avenue, Santa Monica (SMO) - Instructional - Nonfatal - After departing from Santa Paula for Paso Robles, the 44-hour student pilot failed to understand that the uncontrolled Paso Robles airport’s 3 windsocks and wind tee were indicating that Runway 13 was favorable for landing. Instead, the pilot landed on Runway 31, experienced a quartering tailwind, drifted off the left side of the runway, and nosed over in a plowed field. The plane sustained substantial damage.

10/26/1989 -- Wheeler Aircraft Co. EXPRESS 100 - N200EX - LAX90DUD01 - Owner/operator: Wheeler Aircraft (Tacoma) -- Nonfatal - Departing from SMO for El Monte, the experimental aircraft crashed into 3 homes on Greenfield Ave. in West Los Angeles, causing a fire. Probable cause was the mechanical failure of the engine due to the wearing away of the piston pin plug, the connecting rod bearings, and a broken connecting rod. The plane was destroyed, and the pilot and passenger were injured.

2/26/1990 -- REID LONG-EZ – N100PY – LAX90DUD02 – Owner/operator: W. Reid (Los Angeles) -- Fatal (1) - About a half hour after takeoff from SMO, the home-built aircraft crashed into the ocean about 4 miles offshore from the Pier in heavy fog. The probable cause was the pilot’s loss of control due to special disorientation. “The tower queried the flight about its position and the pilot responded that ‘Actually, I can’t tell.’ That was the last communication.” The plane was destroyed and the pilot died.

8/24/1990 -- Hughes 369D – N5012A – LAX90LA303 – Owner/operator: Aris Helicopter (San Jose) -- Nonfatal - After departing from LAX, the pilot landed the helicopter on the roof of a shopping mall parking structure in Santa Monica and exited with the engine running. The helicopter lifted off about 10 feet and rolled over, suffering substantial damage. Probable cause was the pilot’s decision to exit the helicopter with the engine running and no one at the controls.

2/24/1991 -- PIPER PA46-301P – N9132X – LAX91LA112 – Owner/operator: Malibu Air (Santa Monica) -- Nonfatal - After departing from Taos for SMO, the aircraft crashed into a home on Sherbourne Drive in West Los Angeles while attempting an emergency landing. The aircraft suffered substantial damage. The pilot had miscalculated the weight of the passengers and baggage (260 pounds over the maximum weight limit), which led to miscalculating the fuel consumption rate. The result was fuel exhaustion and loss of engine power.

10/4/1991 -- Cessna 152 - N93839 -- Nonfatal (see next entry)

10/4/1991 -- Cessna 421C – N5486G – LAX92LA007A – Owner/operator: T. Dalton (Los Angeles) -- Nonfatal - The Cessna 421 pilot looked down as he was approaching the run-up area and taxied into the stopped Cessna 152, which was waiting for takeoff clearance, causing substantial damage.

1/18/1992 -- MOONEY M-20-C – N6481U – LAX92FA094 – Owner/operator: J. Wirgler (Santa Monica) -- Fatal (2) - Shortly after taking off from SMO, the aircraft clipped a utility pole, burst into flames,
and ended up in the front yard of a home on Dewey St. at Walgrove in Santa Monica. The plane was
destroyed, and the pilot and passenger died. The probable cause was fuel contamination by water
due to failure of the fuel caps to properly seal. According to the Los Angeles Times, the
identification of the pilot was made by Gary Danforth of Danforth Aviation (SMO), who said he had
sold, maintained, and provided storage for the 4-passenger craft. He also said that Wirgler had
owned the plane for about 6 months.

Flyers (3100 Airport Avenue, Santa Monica - SMO) - Instructional -- Nonfatal - On a second
supervised solo flight, the student pilot lost control of the plane on the 3rd of 3 landings at SMO
due to excessive approach airspeed. The plane bounced and porpoised, which damaged the
firewall.

Santa Monica Helicopters (3100 Donald Douglas Loop North, Santa Monica - SMO) - Instructional -
The aircraft departed from Van Nuys Airport. The flight instructor reported that he delayed the
flare until it was too late to properly touchdown from the autorotation landing he was
demonstrating to his student in Simi Valley. One skid dug into the soft ground, control was lost, and
the helicopter dynamically rolled over, sustaining substantial damage.

Monica) - Instructional - Nonfatal - The student pilot initiated a solo cross-country flight into a
mountain pass, encountered turbulence, and made a precautionary landing on a road near Newhall,
colliding with a fence and a berm, sustaining substantial damage. The student’s flight had not been
authorized by a certified flight instructor. The FAA had previously warned the pilot not to perform
unauthorized flights in his airplane. Probable cause was the pilot’s poor judgment and his
overconfidence in his ability to fly his airplane.

9/5/1992 -- CESSNA 182A – N54566 – LAX92LA375 – Owner: L. Albright (Los Angeles) -- Nonfatal -
Arriving from Agua Dulce, the pilot undershot the SMO runway, causing the plane to nose over onto
its back. The plane sustained substantial damages, and 4 people suffered minor injuries.

Donald Douglas Loop, Santa Monica (SMO) -- Nonfatal - Departing from Oxnard, the helicopter
landed hard in Ojai after total loss of engine power, for undetermined reasons, during a practice
auto-rotation. It sustained substantial damage.

(Van Nuys) -- Nonfatal - Departing from Avalon for SMO, the pilot failed to recover from a bounced
landing at SMO, which subsequently collapsed the nose landing gear and caused substantial
damage. The pilot’s failure to attain a proper touchdown point was a factor.

- After departing from SMO, the aircraft experienced a total loss of power, crashed into the ocean
about 2 miles off of Malibu, and sank in 20 feet of water. The pilot had executed the emergency
procedures and had attempted to restart the engine, but without success. The plane sustained
substantial damage and the pilot was injured. The probable cause was that although the fuel
selector valve handle was selected to the right tank, which had 15 gallons of fuel, the valve was
positioned toward the left tank, which was empty. The valve shaft displayed extreme wear and was
rounded, even though an annual inspection had been performed 16 flight hours before the accident.

11/26/1993 -- SIAI-MARCHETTI F-260 - N126MJ - LAX94FA058 - Owner: K. Halsey. Operator: R. Belzer (Culver City) -- Instructional -- Fatal (3) -- The student pilot requested approval from the SMO tower to do a couple 360-degree turns over the Pier. He failed to maintain minimum air speed during a turn, which resulted in an inadvertent stall/spin. The aircraft crashed into the carport of an apartment building on 4th St. near Bay and burst into flames. Contributing to the accident was improper weight (90 pounds over the gross weight limit), improper balance, inadequate altitude, and inadequate supervision from the instructor. The plane was destroyed. The pilot (the son of filmmaker Sidney Pollack) and 2 passengers died.

12/7/1993 -- CESSNA 177RG - N52039 - LAX94LA068 - Owner/operator: W. Stanke (Carson City, Nevada) -- Nonfatal -- After departing from Carson City for Santa Monica, witnesses reported that the airplane was traveling at a high airspeed on approach to SMO. The plane touched down at midfield at SMO and began to bounce. It then overran the runway and went down an embankment. It sustained substantial damage.

2/12/1994 – Cessna 172K -- N7333G – LAX94LA123 – Owner: H. Lacorne (Los Angeles). Operator: D. Leigh-Taylor (Santa Monica) - Nonfatal - After departing from SMO, the pilot reported that he was landing uphill on a private airstrip in New Cuyama with a gusting left crosswind. The pilot said he lost control after touchdown and the aircraft ground looped, damaging the wings and landing gear. The pilot suffered minor injuries.

3/11/1994 -- PIPER PA-28-180 - N8129W - LAX94FA159 - Owner/operator: D. Thompson (Culver City). -- Fatal (1) - After departing from SMO, the aircraft crashed into a home on Barrington Avenue near National, in West Los Angeles. Investigators blamed a loose engine cowling. The engine cowling, improperly fastened after repairs, came loose, as the pilot attempted to return to the airport, creating so much wind resistance that the aircraft could no longer fly. The plane was destroyed. The passenger died, and the pilot was injured.

4/23/1994 – Fairchild SA-227 – N27220 – LAZ941A203 – The Skywest Airlines flight departed from Santa Maria for LAX. While descending into the downwind leg of the LAX traffic pattern, the commuter plane encountered wake turbulence from a receding Boeing 747-400 and the airplane rolled and inverted. The pilot recovered the airplane, and the flight continued and landed without further incident. Radar data showed that the commuter plane was ca. 5 miles from the B-747, which met the current separation criteria. The plane sustained minor damage, and one person suffered minor injuries. The zip code of the event was 90405 (Santa Monica).

4/20/1994 -- PIPER PA-32R-301T – N8171G - LAX94FA198 - Owner: C. Nassif (Studio City). Operator: P. Brinnon (Northridge) -- Fatal (1) - Just after lift-off from SMO, witnesses heard the engine sputter several times and then quit. The pilot began a 180-degree right turn, then descended nose-down and struck a utility pole and a residential garage on Ashland Avenue near 23rd. A post-crash fire ensued and the plane was destroyed. The pilot died on impact. The probable cause was fuel starvation resulting from the failure of the pilot to select a tank containing fuel, and his failure to maintain adequate airspeed while maneuvering for a forced landing, which resulted in an inadvertent stall. After this accident, the Santa Monica Airport Commission established a Safety Committee, which made 37 recommendations.
11/22/1994 -- BEECH 95-B55 - N1898W - LAX95LA040 - Owner: B. Yari (Houston, TX). Operator: Cloverfield Aviation (2501 Airport Avenue, Santa Monica - SMO) - Instructional -- Nonfatal - The instructor and student pilot departed from SMO on a cross-country checkout. The instructor knew the aircraft had inaccurate fuel gauges. When the aircraft lost power, he glided to the SMO runway with the landing gear retracted. The aircraft was destroyed by the post-crash fire. Probable cause was loss of power in both engines due to fuel starvation caused by the instructor’s miscalculations.

5/7/1995 -- DAVENPORT LONG-EZ - N41BF - LAX95LA180 - Owner/operator: W. Davenport (Los Angeles) -- Nonfatal - The home-built experimental aircraft lost power as it approached SMO, snagged power lines, narrowly missed a home, and crashed into a garage in the 13000 block of Warren Avenue in Mar Vista. The plane was destroyed. The pilot was critically injured, with severe head injuries. The probable cause was fuel starvation due to a modification of the fuel system that rendered it incapable of maintaining adequate fuel pressure. This was the first flight following the removal of both fuel pumps by the pilot/owner. According to the NTSB, the builder/pilot’s lack of understanding of the fuel system was a factor in this accident.

7/13/1995 -- MOONEY M-20-M - N200CT – LAX95LA251 – Owner/operator: C. Tabor (Anderson, SC) -- Nonfatal - During takeoff roll at SMO, en route to Abilene, Texas, the pilot realized he had no airspeed indication, decided to abort the takeoff, and skidded off the end of the runway. The plane caught fire and sustained substantial damage. The probable cause was an improperly installed pitot line to the airspeed indicator.

8/12/1995 – Ronnenberg/Murphy Berkut – N91DR – LAX95LA289 – Owners: Ronnenberg/Murphy (3025 Airport Avenue, Santa Monica - SMO). Operator: Experimental Aviation -- Fatal (1) - During a demonstration air show routine in Santa Paula, the pilot inadvertently entered into an accelerated stall in a maximum performance high-g turn, at an altitude insufficient to recover aircraft control prior to colliding with the ground. The plane was destroyed, and the pilot died.

8/4/1996 - Cessna 421C 00 N6209V - LAX96LA296 - Owner: T. Svadgian (Las Vegas). Operator: S. Badzhaksizyan (Laguna Beach). Nonfatal - The plane departed from SMO for Avalon. On landing, the airplane “appeared to float” and did not touch down until midfield on the 3,240-ft runway. The pilot was unable to stop in time. The plane went down an embankment, collided with rough terrain, and came to rest about 120 feet SW of the runway’s end. The plane sustained substantial damage. 7 people were injured (4 seriously). Probable cause was the pilot’s failure to initiate a go-around when a landing overshoot became apparent. Factors which contributed to the accident were: the pilot’s excessive airspeed and misjudged distance during landing, his lack of flying experience in the Cessna, and overconfidence in his personal ability. The pilot previously had landed at SMO. According to the FAA, at Santa Monica the airplane had touched down about 1,000 feet prior to the end of that 4,957-foot-long runway.

2/7/1997 -- Cessna 310Q - N10ML – LAX97LA097 – Owner: Circuitron Corp. (Wilmington, Delaware). Operator: G. Hakman (Los Angeles) -- Nonfatal - After departing SMO for Camarillo, both engines lost power. The pilot made a forced landing on Rancho Park Golf Course, 10640 W. Pico Blvd., Los Angeles 90064. The plane collided with trees and rough terrain and sustained substantial damage. The commercial pilot and passenger suffered minor injuries. Both fuel selectors were improperly set to the left main tank, which was completely dry.

8/21/1997 - Cessna 172RG -- N99710B - LAX97LA297 - Owner/operator: Justice Aviation (2701 Airport Avenue, Santa Monica - SMO) -- Nonfatal -- After departing from SMO, the pilot landed hard
at Fox Field in Lancaster. The left main landing gear collapsed, and the aircraft veered off to the left of the runway, sustaining substantial damage.

8/16/1998 - Cessna 177 -- N177GS - LAX98FA267 - Owner/operator: G. Suozzi (Marina del Rey) - Nonfatal -- The plane departed from Santa Barbara and the engine cased delivering power during the nighttime instrument landing approach to SMO. When they broke out of the clouds, it was apparent to the pilot that the aircraft would not be able to glide to SMO. He maneuvered the aircraft toward a school athletic field (Webster Junior High School, 11330 Graham Place, Los Angeles 90064 -- on Sawtelle Blvd. between Pico and National, in West Los Angeles) and made an emergency landing. The aircraft impacted a utility power pole and severed electrical wires prior to landing inverted on the athletic field. The plane was destroyed. Two people suffered major injuries, and two people suffered minor injuries. Two of the passengers told different witnesses that the aircraft had run out of fuel. Probable cause was the failure of the pilot to accurately determine that an adequate quantity of fuel was aboard the aircraft for the intended flight.

11/10/1998 - Piper PA-28-161 -- N822585 - LAX99LA032 - Owner/operator: G. Cook (3147 Donald Douglas Loop South, Santa Monica - SMO) - Instructional - Nonfatal - The student pilot departed from SMO on his first solo cross-country flight. The aircraft’s landing gear collided with a runway marker during landing at Santa Barbara, and the plane sustained substantial damage. The probable cause was the pilot’s inadequate compensation for the existing crosswind condition.

2/16/1999 - Grumman G-1159 -- N711TE - LAX99FA101 - Owner/operator: Trans Exec Air Service (2828 Donald Douglas Loop North, Santa Monica - SMO) - Non-scheduled passenger flight -- Nonfatal - The air taxi departed Montrose, CO for Van Nuys. On final approach to VNY , the pilot flew the airplane above reference speed, landed long, overran the runway, and collided with airplanes in the tie down area. During descent, the airplane reached speeds of over 300 knots and attained descent rates in excess of 4,000 feet per minute. After the airplane came to a rest on the ground, the aircrew evacuated the plane prior to off-loading their passenger.

6/16/1999 -- Cessna 180K -- N181RC - LAX99LA224 - Owner/operator: D. Wheeler (Santa Fe, NM) -- Nonfatal -- After departing from Santa Ana for SMO, the pilot reported that he made a steep vertical descent before leveling off and landing on runway 21. A witness said the plane landed hard and porpoised down the runway four times before the left wing hit and the plane ground looped. The plane sustained substantial damage.

7/11/1999 -- Rose VELOCITY 173/FG-E - N137V - LAX99LA247 - Owner/operator: R. Flade (Beverly Hills) -- Nonfatal -- After departing from Camarillo, the plane landed at SMO. A strong gust of wind lifted the wing, then the plane bounced and porpoised down the runway. The pilot attempted a go around, but the plane veered off the runway, passed over a taxiway, clipped 2 parked planes, crossed another taxiway, and hit a steel hanger door. The plane sustained substantial damage, and two people suffered minor injuries.

9/23/1999 -- Cessna 421C -- N26585 - LAX99FA310 - Owner/operator: River Transportation LLC (Arroyo Grande, CA) - Executive/corporate flight -- Nonfatal - Departing from Long Beach, during the final approach at SMO, while executing a VOR-A instrument approach, the land plane landed hard, collided with the runway VASI display, and caught fire. The impact collapsed the landing gear and the airplane slid forward another 1,000 feet down the runway. The plane sustained substantial damage, and one person suffered minor injuries. The probable cause was the failure of the pilot to establish and maintain a stabilized approach.
10/31/1999 - Cessna 170A - N9063 - LAX000LA029 - Owner/operator: A. Bergman (Santa Monica) - Nonfatal - After departing from SMO, the pilot perceived that his airplane’s engine was running rough.

He elected to make a precautionary landing on a smooth dry lakebed in El Mirage, CA to evaluate the engine. During rollout, the pilot lost directional control and ground looped. The plane sustained substantial damage.

3/28/2001 -- Cessna 172N – N2838E – LAX01FA129 – Owner: Bill Bryan, Inc. (Los Angeles). Operator: Justice Aviation, (2701 Airport Avenue, Santa Monica - SMO) -- Fatal (3) - A non-instrument rated private pilot rented a Cessna 172 from Justice Aviation. The pilot had taken his primary flight lessons from a Texas-based school and he was, by his own admission, not familiar with flying around marine cloud layers. After departing from SMO, while flying over the ocean on a dark, moonless night, the pilot initiated a turn away from the city lights and commenced descending with a vertical descent rate of over 2,100 feet per minute. A witness one mile away reported that the plane looked as though it was falling straight into the water. The probable cause was the pilot’s loss of airplane control while maneuvering due to spatial disorientation. Contributing factors were the dark night, the marine cloud layer that restricted the pilot’s cruising altitude, and the pilot’s lack of familiarity with nighttime flight over the ocean. The plane was destroyed. The pilot and 2 passengers died.

11/13/2001 -- Cessna 340A – N2RR – LAX02FA028 – Owner/operator: R. Runyon (Los Angeles) - Fatal (2) - During takeoff from SMO en route to Van Nuys, witnesses reported observing the airplane traveling along the runway at an unusually high speed, with normal engine sound, but without becoming airborne, followed by an abrupt reduction in engine power and the sound of screeching tires. Skid marks were present on the last 1,000 feet of the runway. The plane vaulted an embankment, impacted a guardrail on an airport service road 30 feet below, near 23rd St., and burst into flames. The probable cause was the pilot’s failure to remove the control gust lock prior to takeoff, and his failure to abort the takeoff with sufficient runway remaining to stop the plane on the runway. The plane was destroyed. Both the pilot and his passenger died.

2/3/2002 – Beech 95-B55 – N9DD – LAX02LA076 -- Nonfatal - The twin-engine plane, piloted by the owner, took off from SMO. It lost power in both engines and landed short of the Hi Desert Airport runway in an unprepared field near homes in Joshua Tree. The plane sustained substantial damage. The main tanks each had 23 gallons of fuel remaining, and the fuel selector valve handles were in the main tank position. (Source: aircrashed.com)

6/6/2003 – Beech A36TC – N1856P – LAX03FA182 – Owner/operator: J. Siegel (Santa Monica) - Fatal (5) -- The aircraft took off from SMO, headed for Las Vegas. During the en route climb-out, the airplane entered the base of an overcast cloud layer, and then descended out of the clouds in a spinning, steep nose down attitude that continued to impact with a 3-story apartment building at 601 N. Spalding Drive, near Fairfax High School. It collided with the roof and came to rest in a subterranean parking area. A post-impact fire destroyed the plane. Probable cause was the pilot’s in-flight loss of control due to spatial orientation and failure to maintain airspeed, which resulted in a stall/spin. Also causal was the pilot’s disregard of the weather information provided and his attempt to continue VFR flight into IMC (instrument meteorological conditions, which require a pilot to follow IFR or Instrument Flight Rules). The pilot did not hold an instrument rating. The pilot
and passengers had been at the airport for at least 8 hours, waiting for weather conditions to clear. The pilot, 3 passengers, and a resident of the apartment building died. There were also 7 serious injuries on the ground.

12/23/2003 - Learjet 24B -- N600XJ - LAX04FA075 - Owner/operator: Pavair (3135 Donald Douglas Loop South, Santa Monica - SMO) - Executive/corporate flight - Fatal (2) -- After departing from Chino (CNO) for Sun Valley, the aircraft departed from controlled flight for undetermined reasons and crashed near Helendale, CA. The plane was destroyed. The captain and first officer were fatally injured.

3/16/2004 – Mooney M20K – N1148V – LAX04FA162 – Owner/operators: P. Tobias & H. Kilpatrick - (Malibu) -- Fatal (2) – During an attempted missed approach in heavy fog at SMO, the aircraft crashed into a home on Mountain View Avenue in Mar Vista. The accident occurred while the pilot was returning home following a skiing vacation in Mammoth. As the pilot approached the airport, a fog bank moved in and the local weather conditions deteriorated. Near the time that the pilot received his instrument approach clearance, the visibility decrease to ½ mile, and the ceiling lowered to 200 feet above ground level; however, that information was not disseminated to the pilot by either the control tower or approach controller, contrary to FAA internal directives. The radar showed the airplane making 360-degree turns about ½ mile from the runway until descending, with what ground witnesses described as increasingly steep angles of bank, into a house. Probable cause was the pilot’s loss of airplane control while maneuvering due to spatial disorientation. Contributing factors were the low ceiling, reduced visibility (fog), and the pilot’s lack of instrument flying currency. The plane was destroyed. The pilot and his wife died.

12/4/2004 -- Piper PA-28-181 – N253D – LAX05CA043 – Owner: J. Olson. Operator: Justice Aviation – (Santa Monica - SMO) -- Instructional -- Nonfatal – Flown by a student pilot, the plane failed to touch down and, about halfway down the SMO runway, continued to float. When it finally touched down, the instructor applied the brakes, turned right to avoid a ditch, and overran the runway. The plane sustained substantial damage. The probable cause was inadequate supervision, inadequate compensation for tailwind conditions, and delayed remedial action.

2/10/2005 – Cessna P210N -- N432AR – LAX05FA092 – Fatal (2) – Owner/operator: Action Air Express (2701 Airport Avenue, Santa Monica - SMO) - Non-scheduled passenger flight -- After departing from Fresno for SMO, during the instrument cross-country flight at night, the pilot encountered severe turbulence at 9,000 ft msl and entered an uncontrolled descent to impact with mountainous terrain at 2,300 feet msl near Lebec, CA. NO record was found that the pilot obtained a preflight or in-flight weather briefing from any official aviation weather service. The plane was destroyed. 2 people died.

3/13/2006 -- Beech A36 – N16JR – LAX06FA129 – Owners: Carlin & Tomarken. (Los Angeles) Operator: P. Tomarken -- Fatal (2) - The engine lost power during the takeoff-initial climb from SMO. The pilot tried to return to the airport, then planned to attempt to land on the beach, and ended up ditching into the ocean, where the plane sank in 20 feet of water. Probable cause was the failure of an aviation maintenance technician to properly torque and cotter pin the number 2 connecting rod bolts at their attach point to the crankshaft, which resulted in separation in flight and complete power loss. The pilot (game show host Peter Tomarken) and his wife died. The Tomarkens, who were volunteers with Angel Flight West, a non-profit organization that provides free transportation to needy medical patients, were flying to San Diego to pick up a cancer patient who needed transportation to UCLA Medical Center.
5/3/2006 - Piper PA-28-181 -- N441MA - LAX06CA159 -- Owner: S.White. Operator: Justice Aviation (Santa Monica - SMO) - Nonfatal -- After departing from Paso Robles for Columbia, CA, the airplane veered off the Columbia runway and came to rest in a ditch. The plane sustained substantial damage. One person suffered minor injuries.

8/31/2006 - Cessna 172P -- N97306 - LAX06CA281 - Owner/operator: Tower 20 Enterprises (Santa Monica). Nonfatal - After departing from SMO, the pilot collided with a house during a go-around in Spanish Springs, Nevada. The plane sustained substantial damage.

8/31/2007 - Lancair Company LC41-550FG – N2520P – SEA07FA247 – Owner/operator: A. Pasori (Solvang) - Fatal (6) -- After departing from SMO for Kernville, the plane crashed near Kern Valley Airport. A witness at the airport stated that, after aborting a first landing attempt, the plane began a left turn, followed by its nose dropping straight down before impacting terrain and bursting into flames. The airplane was completely destroyed by the post-impact fire. Subsequent to purchasing the plane, the pilot had received Lancair training from a certified flight instructor who was neither factory trained, nor a Lancair/Columbia factory trained instructor. The plane, which was designed for pilot and 3 passengers, was 65 lbs over the maximum takeoff weight and 85 lbs over maximum landing weight, and was carrying 6 persons. All 6 died (4 adults and 2 children).

1/13/2008 -- DeSousa Jabiru J400 – N522RJ – SEA08LA060 – Owner/operator: R. de Sousa (Boulder, Colorado) -- Nonfatal -- After departing from Avalon for Santa Monica, the private pilot of the home-built aircraft stated that the airplane touched down beyond the midpoint of the SMO runway. The brakes failed, and the plane overran the runway and collided with a ditch. The plane sustained substantial damage. The probable cause was the pilot’s failure to attain the proper touchdown point and the loss of the wheel brake system.

10/7/2008 -- Iniziative Industriali Italian Sky Arrow 600 Sport – N454SA – WPRO9FA005 – Owner/operator: Northfield Aviation LLC (3100 Donald Douglas Loop North, Santa Monica - SMO) - Instructional -- Fatal (1) - After departing from SMO, witnesses observed the plane flying low over the water. And then, while it was making a steep left turn, they saw it nose over and impact the ocean off Malibu and sink. The student pilot and instructor, who suffered critical injuries, were flown by helicopter to UCLA Medical Center. The instructor died on 10/24/08.

1/28/2009 -- SIAI-MARCHETTI SF-260C – N688C – WPRO9FA102 – Owner: Wingspan, Inc. (Malibu). Operator: P. Emmanuelle (Santa Monica) -- Fatal (2) - On departing from SMO, witnesses observed the airplane climb normally after takeoff until reaching an altitude between 200 and 400 feet, then the engine sound stopped. The airplane appeared to slow down as it made a right turn, followed by a descending spin until impacting the west end of the runway and bursting into flames. The probable cause was the pilot’s failure to select the proper fuel tank for takeoff, which resulted in a loss of engine power. Contributing to the accident was the pilot’s failure to maintain aircraft control while attempting a return to runway maneuver. The pilot, Paulo Emmanuelle, who was the general manager of the Airliners.net website, and his passenger both died.

8/2/2009 -- Davenport DAVE-EZ - NTCE - WPR09LA309 - Owner/operator: W. Davenport (Los Angeles) -- Nonfatal -- The aircraft experienced engine failure after takeoff from SMO. The pilot attempted to turn back to land but crashed on the taxiway and suffered serious injuries. The plane sustained substantial damage. The reason for the loss of engine power was not determined.
7/1/2010 -- Cessna 152 - N94838 - WPR10FA325 Owner: Kim Davidson Aviation (an FAA Certificated Repair Station at 2701 Airport Avenue, Santa Monica - SMO). Operator: Justice Aviation (3011 Airport Avenue, Santa Monica - SMO) -- Fatal (1) -- During the takeoff climb following a touch-and-go landing SMO, the pilot communicated with a tower controller that he needed to return to the airport for landing, but did not indicate the type of problem. Witnesses observed the airplane make a 90-degree left turn and enter into a spiraling nose-dive. The airplane subsequently impacted a copse of trees near the 8th hole of the Penmar Golf Course. The plane sustained substantial damage. The pilot died. Probable cause was the pilot’s failure to maintain adequate airspeed and airplane control during initial climb, which resulted in an aerodynamic stall/spin and subsequent impact with the ground.

7/2/2010 -- Beech E-55 - N3644A 00 WPR10LA347 -- Owner: Kian Aviation (Pasadena). Operator: K. Heknat (Beverly Hills) -- Nonfatal -- After departing from SMO, the aircraft flew to Las Vegas. On approach to McCarran International Airport (LAS), the pilot reported that the airplane experienced a total electrical failure. During landing rollout, the nose gear collapsed, followed by the collapse of both main landing gear. The plane sustained substantial damage.

3/10/11 -- Piper PA-280R-200 - N75224 - WPR11LA160 -- Owner: Justice Aviation or East Pole Aviation LLC (New York). Operator: Justice Aviation, 3011 Airport Avenue, Santa Monica - SMO) -- Instructional -- Nonfatal -- After departing from SMO, the plane lost power and the instructor from Justice Aviation took over from the student pilot. Despite numerous attempts to regain engine power, he was unsuccessful and was forced to land in a field near Agoura Hills. The plane sustained substantial damage.

8/29/2011 -- Cessna 172 -- Owner: Justice Aviation (3011 Airport Avenue, Santa Monica - SMO) -- Instructional -- Nonfatal -- According to newspaper reports, the pilot, after 40 hours of instruction, attempted to land at SMO and was instructed to go around. The plane crashed into the side of a house at 21st and Navy. The pilot and one person on the ground were injured.

9/29/2013 -- Twin-engine Cessna Citation. Fatalities- Four died in a crash as the plane arrived from Hailey, Idaho veered off the runway after landing at SMO and crashed into a storage hangar. The four were identified as Lauren Winkler, 28, of Irvine; Kyla Dupont, 53, of San Diego; and Mark Benjamin, 63, of Malibu, and his son, Lucas Benjamin, 28. Mark Benjamin was the pilot.
EXHIBIT 3 - Schools

There is a very large student population in Los Angeles affected by the flight pattern.

There are:

8 public Elementary schools with a total population of 6687 students;
8 public middles schools with a population of 5,285 students;
3 public high schools with a population of 3,222 students;
8 charter schools and one special education school with no numbers available.
27 day care centers and preschool - no numbers available
3 private special educations schools no numbers available
8 private schools no numbers available
2 adults schools no numbers available

As the map below shows, there are numerous schools of all types, around SMO.
<table>
<thead>
<tr>
<th>Day Care Centers and Pre-schools SCHOOL</th>
<th>ADDRESS</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>First Years Preschool, 2.5-5</td>
<td>1010 Amoroso Pl.</td>
<td>52</td>
</tr>
<tr>
<td></td>
<td>Venice, CA 90291</td>
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<tr>
<td>Young Minds Learning Academy Preschool</td>
<td>2800 Abbot Kinney Blvd.</td>
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<tr>
<td>Name</td>
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<td>------------------------------------------------</td>
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<td>Montessori By the Sea</td>
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<td>Morning Glory Pre School, 2.5-5</td>
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<td>The Venice Garden Preschool</td>
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<td>Las Doradas Children Center, 3-5</td>
<td>804 Broadway St. Venice, CA 90291</td>
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<td>Westminster Ave Children's Center/</td>
<td>1010 Main St</td>
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<tr>
<td>Westminster Avenue Early Education Center, 2-5</td>
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<tr>
<td>Delta Sigma Theta Head Start</td>
<td>625 Vernon Avenue Venice, CA 90291</td>
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<td>First Lutheran School of Venice</td>
<td>815 Venice Boulevard Venice, CA 90291</td>
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<td>A Kid's Place</td>
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<td>Redwood Village Children Village, Preschool,</td>
<td>13150 Maxella Ave. Marina del Rey, CA 90292</td>
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<td>independent 2-5 yrs old</td>
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<td>Kid’s Pointe Day Care Center, Independent, 2-5</td>
<td>4311 Lincoln Blvd. Marina del Rey, CA 90292</td>
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<td>School Name</td>
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<td>Lalaland Daycare</td>
<td>2232 Glyndon Ave.</td>
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<td>Ecole Claire Fontaine, 2-6</td>
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<td>Susan Sims Bodenstein Pre-School</td>
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<td>St. Joseph Early Learning Center</td>
<td>204 Hampton Dr.</td>
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<td>Delta Sigma Theta/Woods Center Head Start</td>
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<td>1002 Frederick St., Ste 2, Venice, CA</td>
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<td><strong>DAY CARE CENTERS AND PRESCHOOLS—FURTHER OUT BUT POSSIBLY IN FLIGHT PATH</strong></td>
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<tr>
<td>Jarrin and Lopez de Jarrin Child Care Center, preschool, 0 yrs old</td>
<td>3751 Moore St. LA, CA 90066</td>
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<td>Pacifica Montessori School, Preschool, PK, K</td>
<td>3734 Centinela Ave. LA, CA 90066</td>
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<td>Pioli Daycare, Preschool, 0 yrs old</td>
<td>11365 Matteson Ave. LA, CA 90066</td>
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<tr>
<td>Bright Beginnings Family Preschool, Preschool, independent 2-5 yrs old</td>
<td>4061 Sawtelle Blvd. LA, CA 90066</td>
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<tr>
<td>Shining Path Montessori School, Preschool, Montessori 2-6 yrs old</td>
<td>11500 Culver Blvd. LA, CA 90066</td>
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<td>Mar Vista</td>
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<td>Overland</td>
<td>10650 Ashby Ave.</td>
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<td>Playa Del Rey</td>
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**MIDDLE SCHOOLS**
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<th>School</th>
<th>Address</th>
<th>ZIP</th>
<th>Phone</th>
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<th>Test 1</th>
<th>Test 2</th>
<th>Test 3</th>
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<td>Marina Del Rey</td>
<td>12500 Braddock Dr.</td>
<td>832</td>
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<td>Mark Twain</td>
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**HIGH SCHOOLS**

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<th>Test 2</th>
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<td>2643</td>
<td>8</td>
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<td>Phoenix</td>
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<td>Venice High Adult School</td>
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**CHARTER SCHOOLS**

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<tr>
<td>ICEF Vista Elementary Academy, K-5</td>
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<td>ICEF Vista Middle Academy, 6-8</td>
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<td>Ocean Charter School (1st site), K-4</td>
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<td>Ocean Charter School (2nd site), 5-8</td>
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<td><strong>SPECIAL EDUCATION SCHOOL</strong></td>
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# SPECIAL ED SCHOOLS, PRIVATE SCHOOLS AND SKILLS CENTER

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<thead>
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<tbody>
<tr>
<td>Village Glen School, Private, Special Ed, PK, K-12</td>
<td>4160 Grandview Blvd. LA, CA 90066</td>
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<td>Summit View West School, Special Ed, 1-12</td>
<td>12101 W. Washington Blvd. LA, CA 90066</td>
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<tr>
<td>St. Mark School, K-8</td>
<td>912 Coeur D’Alene Ave. Venice, CA 90291</td>
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<td>Westside Neighborhood School, K-8</td>
<td>5401 Beethoven Blvd. LA, CA 90066</td>
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<td>First Lutheran School of Venice</td>
<td>815 Venice Blvd. Venice, CA 90291</td>
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<td>Windward School</td>
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<td>Weside Neighborhood School</td>
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<td>St. Gerard Majella School, K-8</td>
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<td>Culver City Christian School, PK, K-1</td>
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<td><strong>SKILLS CENTER</strong></td>
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