Sent from AOL Mobile Mail | Mark IGNACIO, supports through FLIGHT SCHOOL TO BE LOCATED IN HILO HAWAII, PART OF THE UNIVERSITY OF HAWAII HILO. MAHALO
Aloha regents,

Please approve the study for an aeronautical science is program at the University of Hawaii, Hilo.

We talk a lot about STEM here in Hawaii and this is a chance to implement a program that would benefit Hawaii in the STEM arena.

Aloha,

Bob Douglas
danhieux@yahoo.com
808 333-0402 text only please, hearing impaired.
Proposed UH Flight School at Hilo

Richard Gould <rgould49@gmail.com>  
To: bor@hawaii.edu  
Cc: Peter <Peter@wecanfly.com>, Phil Olsen <philolsen@hawaii.rr.com>

20 minutes ago I heard from one of our FAA Representatives about the meeting schedules at HU-Manoa to hear testimony about the proposed flight school at Hilo. I am submitting this written testimony now in the hope that it reaches you in time, but I plan to attend the meeting as well. I hope you will accept this letter even if it reaches you a few minutes after the deadline.

I am a private pilot who learned to fly and earned my license in Hawaii at HNL in 1979. I hold an instrument rating and glider rating, also based on training in Hawaii. I have approximately 3500 hours of pilot-in-command time, much of it earned while I served as a Civil Air Patrol mission pilot in Hawaii. I also taught full-time at UH-Manoa in Anthropology in 1971-81, after which I taught at Brown University in 1981-2009, when I returned to Honolulu. I am currently on the Graduate Faculty in Anthropology at UH-Manoa and teach courses in the adult education program at the Osher Lifelong Learning Institute (OLLI) at UH-Manoa, and I own and fly a small plane based at HNL. So my interest in this matter is both pedagogical and aviation-related.

I support the plan for a flight school in Hawaii under the auspices of UH, but I do not support the proposed location in Hilo. What's wrong with Hilo?

--- The weather, which will seriously limit student training under visual-flight-rule (VFR) conditions, which is like basic training in the military and is necessary for a private pilot's certificate.

--- Maintenance. Does Hilo really have the capability to service and maintain training aircraft at the level required? We know that such services are available at HNL and could be readily accessed at Kalaeloa Airport (JRF).

--- Additional living costs for UH student pilots at Hilo (around $40,000/year) with the added disadvantage of of few, if any, Honolulu-quality jobs locally to help pay for these costs.

--- Having to pay rent for a facility at Hilo, when UH already has a rental agreement for the hangar at Building 111 at Kalaeloa for $1/year.

These are just a few of the problems I can see with the proposed location for this flight school, and I will leave it at that for now in the interests of time. I am really sorry that this case must be presented on such short notice (20 minutes!), and I hope you will accept this written testimony even if it's a bit late reaching you.

Mahalo,

Richard A. Gould  
Professor (Emeritus), Anthropology  
Brown University

Home address: 1 Keahole Place, Apt. 1618, Honolulu, HI, 96825  
Home Phone: (808) 396-1399
Support for UHH Collegiate Aviation Program

Christopher Parayno <chris@techy3.com>  
To: bor@hawaii.edu

Dear University of Hawai'i Board of Regents,

My name is Christopher Parayno and I support the University of Hawaii at Hilo's prospect for a collegiate aviation program. After 1999, I had moved to the mainland where I pursued my education and career in Aerospace Engineering. My education led to one of my life goals in designing next generation aircraft for Boeing where I stayed there until 2014. Throughout my career I've heard of the late Senator Kahele's idea of the potential of bringing an aviation program to Hilo. Hilo needs to diversify and keep a local industry going. I believe Has the means to be the next technology hub and can benefit with the addition of an aviation program. More and more pilots are retiring, and we need to fill these slots locally. Another is the boom in UAV technology and its limitless uses around the Big Island as the ultimate testing ground.

Please do not limit the potential for Hawaii County to grown in both economically and a technology aspect. I support the Collegiate Aviation Program.

Sincerely,

Christopher Parayno
Media Engagement & Certified UAS Operator
Techy3 Studio Production
www.techy3.com
(808)9377101
"Connect the heart to move the mind"
Proposed UH Flight School at Hilo

Phil Olsen <philolsen@hawaii.rr.com> | Tue, Jan 10, 2017 at 10:55 AM
To: Richard Gould <rgould49@gmail.com>  
Cc: bor@hawaii.edu, Peter <Peter@wecanfly.com>

Dick,
Excellent.
It's difficult to understand the persistence of support for UH/Hilo flight school. Hilo is the last place in Hawaii for a flight school for all the valid reasons you have listed, as well as one extremely important, ultimately intractable reason a UH/Hilo flight will fail: local opposition to all air traffic.

I have flown in Hilo as a flight instructor, an early Hawaii Air Ambulance pilot, as a corporate jet PIC, and as an FAA designated check airman for the recently abandoned Honolulu Community College Flight School at John Rogers Field (aka) Kalaeloa.

The implacable rejection of air traffic by traditional residents of Hilo and nearby communities will doom every effort by UH to establish a flight school, which together with location, remoteness from a major population center, as well as indisputably the worst flying weather in the Hawaiian Islands, makes for a dismal future for any flight school unwisely located anywhere on the Hamakua Coast, with Hilo the leader among our state slightly more than a dozen airports for IFR take-offs and approaches to landing.

Before becoming a UH/Manoa college administrator, I spent considerable time in Hilo as director of a major Peace Corps training program for Peace Corps Volunteers bound for assignments in countries throughout Asia and the Pacific Islands. During a six-year period, from 1967 to 1972, in an effort to retain my flight currency, as well as to assist several aspiring younger student pilots in various stages of proficiency, I learned the frustrating reality of Hilo weather—it's a fine place to practice instrument flying in actual non-visual conditions.

Hilo is the right place to spend millions on facilities already available for $1 a year at JRF. Hilo is the right place to practice instrument approaches, landings, and take-offs in actual non-visual conditions but Hilo is certain to fail as a primary flying school, de novo.

Sincerely,
Phillip Buck Olsen, ATP/CFI-I, No.1299872
FAA- Designated Master Pilot
(808) 271-3692

Sent from my iPhone. Please excuse typos.
Dear Chair of the Committee on Academic Affairs,

While I am currently a student in the Architecture Engineering CAD program at Hawaii Community College in Hilo, I have been planning on pursuing a degree in aeronautical science at Embry-Riddle Aeronautical University in Daytona Beach, Florida. I applied and was accepted for the 2016-17 academic year. Upon hearing from our VP of Academic Affairs, Peter Quigley, about a similar degree program being proposed for UHH, of the endorsement and support by our State Senator Kaiali'i Kahele, and the efforts and preparations being made by Arthur Cunningham to deliver such a program to the University of Hawaii, I have decided to continue at Hawaii Community College in Hilo and complete my associates degree in the AEC program with the hope of being able to transfer to the new commercial aviation program here in Hilo. I will graduate with an associates degree from HCC in May of 2017, and hope to transfer smoothly into the new program in the Fall of 2017 and stay within the UH system. This in itself is testament to the value of ongoing efforts of the proponents of the proposed curriculum and the promise of the future of the program, whose fate rests in your hands.

Even though this was a tough decision to make, as I have been offered transfer scholarships and other scholarships to attend ERAU, I am much happier to stay in Hawaii with my three children and look forward to being able to have the chance to pursue my goals and dreams of becoming an airline pilot through the University of Hawaii Hilo's upcoming program. As an active member of Civil Air Patrol, I know that many of the cadets, who are of high school age, would also appreciate the opportunities afforded by having such a program available to them locally. Also, being a member of the local Hilo chapter 1182 of the Experimental Aircraft Association (EAA), as well as a member of the Airline Owners and Pilots Association (AOPA), has given my daughters, ages 18 and 15, and my son, age 6, a chance to experience flight first hand and has sparked their interest in aviation. Having suitable facilities and programs to further foster their growing fascination and pursue their interest would be of enormous benefit to them as well as our local community and economy.

I hope to convey to you the importance of instituting an aviation program in Hawaii for myself and other local residents, as I am confident such a program will go a long way in boosting the morale and pride in our island home and it's role in fostering the success of future generations. Again, I anxiously await the University's decision and thank you for your time and consideration.

Sincerely,
Jason Ozbolt
Regarding aviation program

stephanie albornoz <stephaniealbornoz@gmail.com>       Wed, Jan 11, 2017 at 6:07 AM
To: bor@hawaii.edu

Aloha,
My name is Stephanie Albornoz. My son, Ruben Betts recently signed up to participate in the Civil Air Patrol program. He has always been interested in aviation. His dream is to continue in the Civil Air Patrol until he graduates high school and pursue his college education in commercial aviation. It would be such a gift if a program in commercial aviation became available here in Hilo. From what I understand this notion is being discussed as a possibility. I can definitely say that my son would be a willing participant in such a program if it were to become a reality.
Thank you for taking the time to read my message and I hope that commercial aviation might become a program offering within the UH system in the not-too-distant future.

Mahalo,
Stephanie Albornoz
To the Board,

I strongly recommend approval of the UH-Hilo Aviation College. With the current pilot shortage combined with the over 50 hawaii-raised students already having to pay over $200K for aeronautical schools in the mainland, Hawaii can be THE opportunity to become a leading aviation education center in the pacific. I have looked at this program in great depth and believe that through careful execution and appropriate oversight and accountability this college will be extremely successful. The fixed wing flight portion is just the tip of the iceberg. I hope to see in the coming years a diversity in education to include rotary wing, UAV, and composite/mechanical technical skills that would include the community college also. Give our youth both local and foreign a chance to learn about aviation and all that comes with it!

Rock and Roll,

Bo Masuyama
Comments for Academic and Student Affairs meeting Jan 12

Peter <Peter@wecanfly.com>  
To: bor@hawaii.edu  

Event: Committee Meeting on January 12, 2017

From: Peter Forman

Subject: Comments regarding proposed UH Hilo aviation program

As the coordinator of the former Honolulu Community Commercial Aviation program, I can agree with advocates of the Hilo proposal on two points: a worsening worldwide pilot shortages makes a competitively-priced collegiate flight program in Hawaii essential if the state wishes to avoid serious disruptions to many of Hawaii's essential aviation activities, and that collegiate flight program should be a 4 year program. Unfortunately, the Hilo proposal seeks to place that flight program in an unacceptably poor location for this type of activity. The University of Hawaii’s excellent Hangar 111 facility on Oahu remains the only reasonable choice as a location for the university’s future flight program.

Hilo is the wrong location for a flight program for four reasons:

* **Weather**- The weather is poor for flight training. Kalaeloa Airport on Oahu averages 17 inches of rain per year while Hilo averages 120 inches of rain and in a wet year can receive 200 inches. Poor weather impacts not just the ability to keep students on schedule with their flying but also the safety of flight operations.
* **Facilities**- Hangar 111 on Oahu offers enough modern classrooms and hangar and maintenance space to accommodate hundreds of flight students. Hangar 111 is provided to the University of Hawaii for $1 per year. The university would need to spend thousands of dollars a month to lease barely-adequate facilities at the Hilo airport for a much smaller number of students.
* **VA Students**- A large portion of any flight program typically consists of members of the service using their veteran’s benefits to acquire an education. Many of these students are still affiliated with their service branches while attending a collegiate flight program. Oahu offers one of the highest concentrations of military bases in the world. Hilo does not.
* **Affordability**- This is the biggest issue of all. Roughly 75% of Hawaii’s young people can barely afford a flight education. When I ran the Honolulu Community College program, more than 90% of its non-VA students lived at home and worked their way through the program, using the excellent job opportunities found in the Honolulu area. Hilo would require the 70+% of the state’s students who live on Oahu to spend an extra $40,000 on room and board and give up the excellent jobs they hold on Oahu. Unlike with most degree programs, tuition is not the biggest expense with an aviation degree (fees for flight training are). Few of the students who attended the program at Honolulu Community College could afford to give up their jobs and pay room and board in Hilo to complete their degrees and flight training.

The University of Hawaii Board of Regents needs to ensure that political forces within the university’s administration do not act counter to the needs of the very people the university is intended to serve. The strongest advocate of the Hilo proposal has recently been named chairman of the state senate’s Higher Education Committee. For this reason, the BOR needs to ensure that decision-making is done on a basis of what is best for the people of Hawaii, not on a basis of which choices provide the most short-term political advantage. The only way to remove the political influence is to reach out to Hawaii’s aviation community and solicit their input on two essential questions: how serious is the need for a flight program at the University of Hawaii, and where should that program be located? That input could be received at a one-day meeting in which advocates of both Oahu-based and Hilo-based flight programs provide details of their proposed programs and the aviation representatives in attendance create a report of their findings for the university’s administration and Board of Regents to consider. My expectations are that the airlines and aviation companies of Hawaii will strongly confirm that a serious pilot shortage will threaten Hawaii if the extraordinary measures are not taken and that Oahu, specifically Hangar 111 at Kalaeloa Airport, is the best location for that program. Input from the aviation community is essential for the Board of Regents to understand both the severity of the problem at hand and remove the question from the politically-charged environment in which the university currently finds itself. There has never been a formal discussion between aviation professionals of which location in Hawaii provides the best setting for a collegiate flight program. That discussion between aviation interests in Hawaii needs to happen right away so as to guide the university’s actions.

Let me briefly speak of the likely success of a well-run flight program at the proper location in Hawaii. During my 4 years as coordinator of the Honolulu Community College program at Hangar 111, I more than doubled the size of the program and would have tripled the size of the program to over 100 students in the 2014/2015 year. The program included 60-something majors during the 2013/2014 year and I see no reason why the program could not grow to over 200 students...
on Oahu with proper staffing and sufficient awareness of the program’s existence. Graduations had risen from an average of 1 per year during the program’s first 10 years to 5 graduations in 2013/2014 and I was on track to deliver 12 graduations in 2014/2015 when the university chose to discontinue the program effective the following year. The potential graduates mostly disperse to other more promising degree programs at that point, but the demand for a flight program on Oahu became clearly visible. During the 2014/2015 year, the flight provider had been subsidized $100,000 in each of the previous years, but the flight activity had grown to the point where the provider offered to the university that they would operate subsidy-free in the future if the program was allowed to continue. The university instead chose to close this rapidly-growing program and pay the flight provider $250,000 to provide flight services in the final year with greatly-reduced flight activity as the program wound down. The program used a facility leased for $1 per year, had only 1 full time administrative or faculty member (myself), had a flight provider now willing to work subsidy-free. The reason given for the closure of the program was excessive costs. For half a year, the university’s administration avoided my requests for a meeting to discuss the program’s closure, and by the time I met with Mr. Morton and others there was no longer a chance to save the program, for the students had already begun to disperse. If you look carefully at the Honolulu Community College flight program you will see that it was growing rapidly with minimum staffing and would have been profitable if turned over to a four-year institution such as UH West Oahu, where the tuition fees are greater. The Honolulu Community College program did not die of natural causes, but was a casualty of political forces. My sincere hope is that the Board of Regents solicits input from neutral sources such as Hawaii’s aviation community so as to better judge the need, the potential, and the best location for a flight program in the State of Hawaii.

A couple months ago, I contacted the office of the Board of Regents with a request that the board hear a request that a meeting of individuals representing Hawaii airlines and aviation concerns be held to understand the pressing need for a flight program and debate the proper location for that program. Risa Dickson was kind enough to respond to my request but delivered a message that the board would not likely be interested in hearing such a request. Now that the Hilo flight program proposal has come forward, I again appeal to the Board of Regents to listen to the aviation community about both the need for a flight program and the best location for such a program. The need is severe, and the decision on the correct location for the program is absolutely essential for the program to succeed.
Support Aviation Program at UH Hilo

Carol <carolmurray99@gmail.com>                             Wed, Jan 11, 2017 at 8:57 AM
To: bor@hawaii.edu

Please support establishment of the collegiate aviation program based at UHHilo. Hilo airport is a great place for pilot instruction. The airspace is not congested, the tower controllers are not over loaded and have time to accommodate flight training needs.

There is space on the airport to allow airplane parking, establishment of pre-flight briefing areas, and there are local services to maintain the aircraft.

Lower housing costs for students make it more affordable. The economy would benefit in an area that ned's the jobs.

Respectfully,

Carol Murray
Aircraft owner/pilot for 25 years.
25-231 Pukana La Street
Hilo, HI 96720