

1980

On April 16, 1980, the Airport Advisory Committee voted to reinstate the name Ernest A Love Field. The matter will be discussed at Tuesday night's City Council meeting. This would be May 27, 1980. Courier May 25, 1980.

On the May 27, 1980 Council meeting the airport was again named Ernest A Love Field. Councilman Fashbaugh made the initial motion. Mayor Gillis was absence. Book 32.

Work was done on the aprons. AFE 01583.

Building went from \$1,029,098 to \$1,242,564.
Improvements went from \$1,025,636 to \$1,201,073.

1981

Work was done on fir and runways. ADAP 6/02
Improvements went from \$1,201,073 to \$1,860,928.

1981 - Letter dated June 19, 1981, CAB Notice. On June 18, 1981, Adeli Partnership d/b/a Golden Pacific Air requested a one-month extension of time from July 6, 1981, to August 6, 1981, in which to file a proposal to provide essential air service in the reference case.

From another document, Golden Pacific has been providing on-demand air taxi service since 1973. Now under new ownership, it has added scheduled cargo service and intends to provide scheduled passenger service. Kingman Aviation, Inc d/b/a Golden Pacific Airlines. Until recently, Golden Pacific was known as Kingman Aviation. On August 3, 1981, a partnership formed under the laws of the State of Arizona, Adeli Ltd., acquired sole ownership of the carrier. Adeli Ltd. is comprised of two general partners, Maurice and Molly Liebman of Kingman, Arizona and four limited partners Joe and Helen Adelman and David and Phyliss Adelman of Los Angeles, Calif. The carrier operates Cessna aircraft exclusively, one 402B, two T206, one 182 and two 172s. Ref Fitness Determination of Kingman Aviation, Inc dated Nov 30, 1981.

1981 - Aug 24, 1981, ltr Robert Riley, Airport Manager, Mohave County Airport Authority, Inc., Kingman to James M Morrison, Airport Manager, City of Prescott. The City of Kingman and the Airport Authority held a joint meeting last week to review the proposals for essential air service submitted by Sun West, Golden Pacific and Transwestern Airlines. Cochise Airlines, Inc. submitted a Notice of Intent to the Civil Aeronautics Board, to suspend service at Kingman, Prescott, and Winslow, Arizona and Blythe, California. This was dated Aug 6, 1981.

Kingman Aviation, Inc d/b/a Golden Pacific Airlines, under the ownership of Adeli Ltd. On August 3, 1981, Adeli Ltd., a

partnership formed under the Uniform Limited Partnership Act of the State of Arizona, acquired 100 per cent of the stock of Kingman Aviation, Inc., a fixed base operator and air carrier (offering on demand transportation) registered under Part 298 of the Board's Economic Regulations. The new entity, which, in addition to continuing Kingman Aviation's FBO and charter operations, proposed to provide Kingman and Prescott with essential air service under the name of Golden Pacific Airlines, is fit to provide such service, and can be depended upon to provide it in a reliable fashion.

They were proposing to use Cessna 402 aircraft. They also planned to go into Las Vegas. So there routes would be Las Vegas, Kingman, Prescott, Phoenix.

There was a chart in the 'Summary of Essential Air Service Proposal which showed:

1965	8,040
1966	7,700
1967	9,650
1968	9,800
1969	7,930
1970	5,061
1971	1,964
1972	4,470
1973	2,730
1974	2,438
1975	1,556
1976	1,452
1977	1,465
1978	1,734
1979	1,352
1980	1,286

Sun West was based in Phoenix and were planning to use Piper Chieftain. Transwestern Airlines was based in Logan, Utah and would also use Chieftains.

- 1981 - Letter dated Nov 17, 1981, from Patrick V. Murphy, Chief, Essential Air Services Division, to Jack Gillis, Mayor of Prescott. 'Golden Pacific has proposed to provide essential air service to Kingman and Prescott with Cessna C402 aircraft operated with one pilot. Golden Pacific has requested \$277.708 for the first year of operation
- 1981 - CAB Final Order, dated Dec 14, 1981, 'we find that Kingman Aviation, Inc d/b/a Golden Pacific Airlines is fit, willing, and able to provide scheduled passenger service
- 1981 - CAB Meeting Announcement, dated 8/27/81, mentions Docket 39374, Cochise Airlines, notice to suspend service at Kingman, Prescott, Winslow and Blythe.
- 1981 - Essential Air Service, dated Sept 29, 1981, mentions Cochise

Airlines and Prescott

1982

Improvements went from \$1,860,928 to \$3,629,991.

1982 - CAB order extending requirement to provide essential air service, dated Jan 26, 1982, Docket 39374, 'we require Cochise Airlines to continue providing essential air transportation at Kingman, Prescott, Winslow and Blythe California for a 30 day period, or until a fit, willing and able replacement carrier is found. From Jan 27, 1982 through Feb 26, 1982.

1982 - CAB order dated July 23, 1982, Docket 39374, 'by Order 82-3-152, March 26, 1982, the Board selected Golden Pacific Airlines to replace Cochise as the essential air service carrier at Kingman and Prescott, and we relieve Cochise of its obligations at these points.

1983

Port-A-Ports were constructed for \$200,405. Started in Nov 1983.

Work was done on aprons, fir and runways. AIP 3/02 and AIP 3/03 and ADAP 6/03.

Improvements went from \$3,629,991 to \$3,670,084.

Buildings \$1,242,564.

On Dec 15, 1983, a new lease was signed between the City of Prescott and the FAA for 10,000 sq ft of newly constructed space on 1.5 acres of land. Annual rent was \$1.00. Ref DTFA08-83-L-10663.

1984

Work was done on aprons ADAP 6/03 and AIP 3/03.

Land asset went from \$67,603 to \$305,392.

Buildings went from \$1,242,564 to \$1,425,248.

Improvements went from \$3,670,084 to \$4,894,982.

1985 - July 18, 1985, letter from Dave Dawkins, Valley Land Company, Fountain Hills, Arizona to Andy Tomlison, City Manager. They wanted to lease 26 acres adjacent to Ernest A Love Field. The lease rental would be based upon the appraisal by James J. Riddle dated May 14, 1985 (approximately \$8,730 per acre -- \$227,000 total). There would be 3 1/3% increase per year compounded annuyally. (Don Head was part of this company.)

1985 - Jan 29, 1985, letter from Cecil Morse, Vice President, Prescott Resort to Andy Tomlinson, City Manager. American West is desirous of securing a lease on appoximately 21 acres adjacent to and running east from the new FAA facility. We understand that the City's appraisal of the land is approximately \$17,000 an acre unimproved.

Source: Airport: Leases/Agreements Development Prospects.

1985

Land asset went from \$305,392 to \$358,133.

Improvements went from \$4,894,982 to \$5,437,543.

1986 - Oct 3, 1986 letter from Mark Alver, Personnel Officer to Jim Culbreth, City Manager. Magnum Aero Lease, owned by Bob Martin, will expire the end of the month.

1986

FAA added a 10' x 28' extension to the FAA building.

1987

Work was done on apron. FC 90915.

Improvements went from \$5,437,543 to \$5,470,022.

1988

Mike Clarke gave \$200,000 to the City to build E1 and E2. Buildings went from \$1,425,248 to \$1,620,665.

Improvements went from \$5,470,022 to \$5,773,339.

1989

City had to put in \$5,084 and \$7,000 for E1 and E2 to finish up on Mike Clarke's grant.

Buildings went from \$1,620,665 to \$1,689,519.

Improvements went from \$5,773,339 to \$5,813,450.