

From: [Jan Meyer](#)
To: [Nathan Perez](#)
Cc: [Melanie Conatser](#); [Diane Conatser](#)
Subject: Proposed Development Adjacent to Perris Airport and Skydive Perris
Date: Wednesday, November 1, 2023 12:26:07 PM
Attachments: [perrisproject.pdf](#)

Nov. 1, 2023

Mr. Nathan Perez

Senior Planner, City of Perris
Department of Development Services - Planning Division

Dear Mr. Perez,

I am a customer of Skydive Perris. I made my first jump there on March 19, 1981 – over 40 years ago. I have made thousands of jumps at Skydive Perris, including TWO world records in large formation skydiving, many other ‘bragging rights’ records, competitions and plain old fun jumps.

I have recently been informed of a hostile takeover plan of the Perris airport by CH REALTY 1X-MC I RIVERSIDE PERRIS AIRPORT CENTER, LP.

I have read the Initial Study and the Notice of Preparation for the Proposed Project.

I would like to enumerate a number of issues with the proposed development.

1. By far and away the most significant issue is the extra air turbulence in the landing areas for aircraft and jumpers that would be created by the buildings, trucks and ground pavement proposed. Winds passing over the buildings and trucks can create SIGNIFICANT turbulence downstream (aka the landing area) up to 10 times the height of the obstacle (building ~50ft or truck ~13-14 ft). The proposal also includes cutting down the tree line north of the runway. The effect of this would be that the obstacle turbulence would be greater than if the trees were still in place. The ground pavement was not mentioned. There is a huge difference in thermal heating and creation of dust devils, depending on whether the pavement is concrete or asphalt.
2. The north end of the runway is mostly used for takeoffs for large formation loads. Several aircraft taxi to the north end, turn around and then the entire formation load can takeoff rather quickly and form up in the air easily. Unknown and unpredictable turbulence from the buildings and trucks may make this nearly impossible. The pilots already account for wake turbulence from the preceding aircraft. The pilots would have to guess about the new and unnecessary turbulence from the proposed project.
3. There is some mention of drainage from rainstorms. The land’s current grade drains onto the Perris airport property. When those lots, especially the one west of the runway are paved over, MUCH MORE water will drain southward. There was no additional drainage added in the proposal to account for this. This is significant, especially when we have these mega storms.
4. In the proposal there is mention of a perimeter fence line

surrounding the two new parcels on each side of the runway. These fence lines are to be painted black. Fences are obstacles to jumpers. Jumpers need to be able to see fence lines from above. In the rare occasion that a jumper would need to land near the proposed development, it would be safer to have a fence line that was painted bright orange or yellow, or at least have a runner atop of the fence line with a bright color.

I have known the entire Conatser family since 1981. They have the community and skydiving in mind at all times. They are an upstanding family and great contributors to the local Perris community.

They upgraded the Bomb Shelter restaurant and grill. You can see first responders, police and fire fighters, at the Bomb Shelter almost every day.

They added an Indoor Skydiving experience to the airport. This is a tourist attraction as well as a training aid to new and experienced jumpers at Perris and Elsinore.

Skydive Perris has hosted several USPA National Competitions. I have worked as a volunteer at Perris as a load organizer, Nationals-gopher, and just whatever I could do to help.

I implore the Perris administrators to not approve the proposed development. Skydive Perris is and has been a long time contributor to the local economy and well being. There are hundreds of people that depend upon Skydive Perris for income. There are THOUSANDS of people that visit Skydive Perris to spend ungodly amounts of money for jumps that you can only get at Skydive Perris. Skydive Perris also trains military units for the US and other nations.

Respectfully Yours,

Jan Meyer, D-7833
Hemet, CA
Former USPA National Director
Former USPA Secretary
Former Member of these USPA Committees
- Safety and Training
- Competition
- Membership Services
- Executive
- Group membership
- Governance
Holder of 4 World Records in skydiving

BS degree Physics Illinois State University (double major in math)
MS degree Physics Purdue University
PhD program – thesis not completed Aerospace Engineering University of Arizona.

Nov. 1, 2023

Mr. Nathan Perez

Senior Planner, City of Perris
Department of Development Services - Planning Division

Dear Mr. Perez,

I am a customer of Skydive Perris. I made my first jump there on March 19, 1981 – over 40 years ago. I have made thousands of jumps at Skydive Perris, including TWO world records in large formation skydiving, many other 'bragging rights' records, competitions and plain old fun jumps.

I have recently been informed of a hostile takeover plan of the Perris airport by CH REALTY 1X-MC I RIVERSIDE PERRIS AIRPORT CENTER, LP.

I have read the Initial Study and the Notice of Preparation for the Proposed Project.

I would like to enumerate a number of issues with the proposed development.

1. By far and away the most significant issue is the extra air turbulence in the landing areas for aircraft and jumpers that would be created by the buildings, trucks and ground pavement proposed. Winds passing over the buildings and trucks can create SIGNIFICANT turbulence downstream (aka the landing area) up to 10 times the height of the obstacle (building ~50ft or truck ~13-14 ft). The proposal also includes cutting down the tree line north of the runway. The effect of this would be that the obstacle turbulence would be greater than if the trees were still in place. The ground pavement was not mentioned. There is a huge difference in thermal heating and creation of dust devils, depending on whether the pavement is concrete or asphalt.

2. The north end of the runway is mostly used for takeoffs for large formation loads. Several aircraft taxi to the north end, turn around and then the entire formation load can takeoff rather quickly and form up in the air easily. Unknown and unpredictable turbulence from the buildings and trucks may make this nearly impossible. The pilots already account for wake turbulence from the preceding aircraft. The pilots would have to guess about the new and unnecessary turbulence from the proposed project.
3. There is some mention of drainage from rainstorms. The land's current grade drains onto the Perris airport property. When those lots, especially the one west of the runway are paved over, MUCH MORE water will drain southward. There was no additional drainage added in the proposal to account for this. This is significant, especially when we have these mega storms.
4. In the proposal there is mention of a perimeter fence line surrounding the two new parcels on each side of the runway. These fence lines are to be painted black. Fences are obstacles to jumpers. Jumpers need to be able to see fence lines from above. In the rare occasion that a jumper would need to land near the proposed development, it would be safer to have a fence line that was painted bright orange or yellow, or at least have a runner atop of the fence line with a bright color.

I have known the entire Conatser family since 1981. They have the community and skydiving in mind at all times. They are an upstanding family and great contributors to the local Perris community.

They upgraded the Bomb Shelter restaurant and grill. You can see first responders, police and fire fighters, at the Bomb Shelter almost every day.

They added an Indoor Skydiving experience to the airport. This is a tourist attraction as well as a training aid to new and experienced jumpers at Perris and Elsinore.

Skydive Perris has hosted several USPA National Competitions.

I have worked as a volunteer at Perris as a load organizer, Nationals-gopher, and just whatever I could do to help.

I implore the Perris administrators to not approve the proposed development. Skydive Perris is and has been a long time contributor to the local economy and well being. There are hundreds of people that depend upon Skydive Perris for income. There are THOUSANDS of people that visit Skydive Perris to spend ungodly amounts of money for jumps that you can only get at Skydive Perris. Skydive Perris also trains military units for the US and other nations.

Respectfully Yours,

Jan Meyer, D-7833

Hemet, CA

Former USPA National Director

Former USPA Secretary

Former Member of these USPA Committees

- Safety and Training
- Competition
- Membership Services
- Executive
- Group membership
- Governance

Holder of 4 World Records in skydiving

BS degree Physics Illinois State University (double major in math)

MS degree Physics Purdue University

PhD program – thesis not completed Aerospace Engineering

University of Arizona.