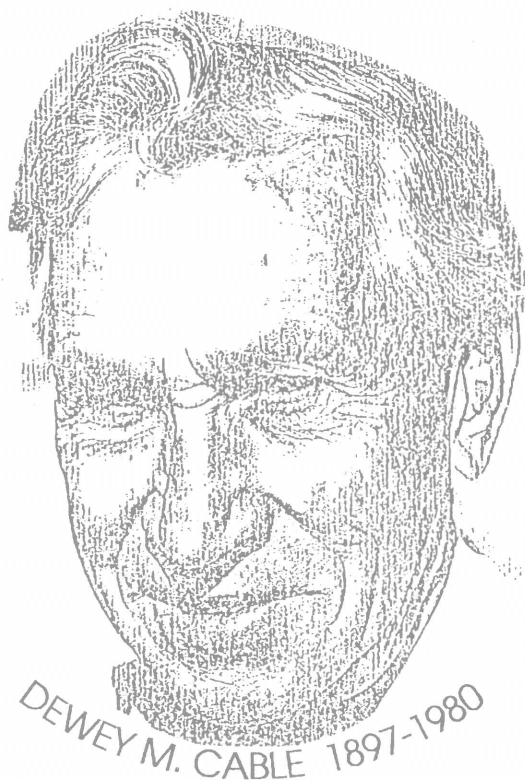


# CABLE AIRPORT

Fifty Years of Service  
To General Aviation

1945 - 1995



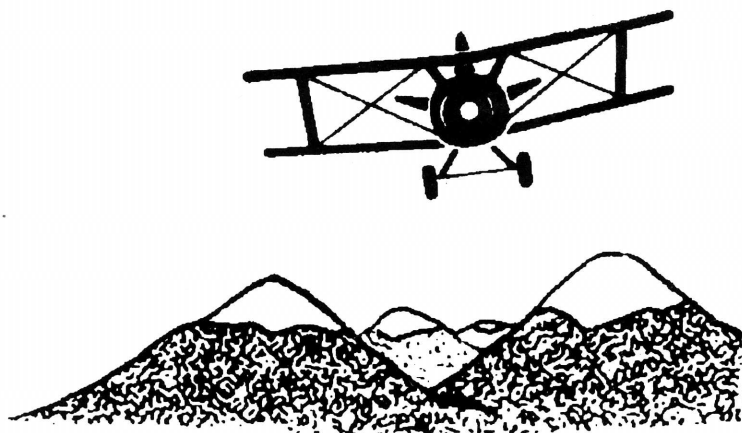
One Man's Dream:  
One Family's Commitment



Cable Airport - In The Beginning



Maude & Dewey Cable  
Circa 1945



## CONTENTS

In The Beginning	3
Dewey Cable - The Man, The Legend	7
Paul Cable	11
Walter Cable	12
Millie Cable	13
Roger Cable	14
Cable Airport Through the Years	15
Cable Airport Today	19
Cable Airport Tomorrow	20

## ACKNOWLEDGMENTS

This brief history of Cable Airport would not be possible without the inputs cooperation and help of the Cable family, for which I am very grateful. Especially Paul Cable, who has kept and organized the records, photos, and clippings pertaining to the family and the airport. Without his help this commemorative booklet would not be in your hands today. "The History of Cable Airport," by Ken Cooper; "So Here We Are": Dewey M. Cable and Southern California Aviation 1923 - 1966, by R. Yoshino; and articles written by Don Downie were invaluable resources in preparing this booklet. My thanks to them for all the hard work they did in documenting Dewey Cable's life and his struggle to build this airport. I also want to thank Jane who is my wife, my proof-reader, and my right arm.

**Larry W. Bledsoe**

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# In The Beginning

Cable Airport is the largest privately owned airport open to the public in the country and was started in 1945 by Dewey and Maude Cable. It is presently owned and operated by their children and grandchildren.

In the beginning, as World War II marched to its conclusion, Dewey set about making his dream of having his own airport a reality. He considered several different locations in what is now the Inland Empire area, finally settling on 80-acres of rocks and shrubs north of Foothill Boulevard, between Upland and Claremont.

Dewey talked the owner into selling it to him for \$8500, which was much less than he had been asking originally. This took all of Dewey and Maude's savings, and the banks wouldn't loan them money to develop the airport because the property, being watershed, was subject to flooding. Being the resourceful person he was, Dewey turned around and sold twelve acres to the Holiday Rock Company for \$8,500, which gave him the money he needed to start construction. Another forty acres was purchased in 1948 and the final twenty acres in 1956.

When it came time to start runway construction, Dewey was again frustrated by uncooperative banks and unwilling contractors. Contractors, looking at the rugged terrain with deep gullies, huge boulders, and rocks of all sizes, said it would cost a fortune to build the runways and quoted accordingly. That didn't stop Dewey. He went ahead and built them himself.

He rented two bulldozers and a carryall, and bought an old pull grader. With the help of his wife, two children, and some hired help he began construction on the first runway in March 1945. Thirty days later (for a fraction of the cost one contractor wanted) the first 1200 feet of runway was completed.

Dewey had chosen to fill one of the eroded north-south ravines first, because it was the easiest to do. This became runway 1-19. Of course, it did have a steep 3.5% gradient, and the prevailing winds were across the runway instead of parallel. But that wasn't a problem for an experienced pilot like Dewey. Besides, the important thing was that he could use it now, while the other longer runway was being built!

Dewey used the dozer to

clear the boulders and the grader to level the runways. Maude, his wife, drove a truck and hauled equipment. Roger, who was seven, marked outlines for the runway, which was no easy task because he was not tall enough to be seen from one point to another. Many times he had to stand on the top of the old Model T truck. Millie was thirteen and kept track of topsoil being delivered from the nearby rock quarry at fifty cents a truckload.

## The First Landing

Dewey was not a patient man and was anxious to be the first to use his airport. As soon as he had cleared 1200 feet, he went over to Brackett, where he kept his Porterfield, took off and headed home for the first time. The date was



The beginning - The first runway

May 23rd, 1945.

It was a short flight to the strip he and his family had carved out of the San Antonio Wash. It looked small from the air, but **he saw the future and it was huge.**

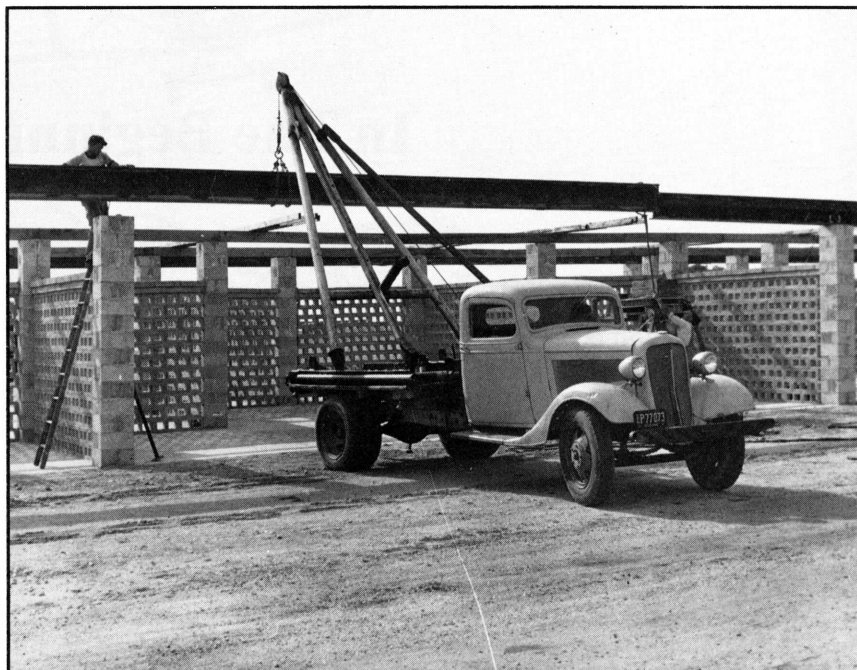
Everything appeared fine as he came in on final. But the runway had just been watered and he didn't see a large rock that had been up-ended by the water truck. He flared expertly and had just touched down when one wheel hit the rock and was sheered off. The plane kept going, finally skidding to a stop. Upset but undaunted, he moved the plane out of the way and continued construction of the runway.

There was no stopping now. The family reserves had been spent and the only way to survive was to get the airport operational. Dewey, Maude and the kids worked from sun-up to sun-down seven days a week to finish the runway. It wasn't long before it was 1500 feet long and improved to a point where other planes started coming in.

One of the first to arrive was Everett Bronson, who became their first tenant. He flew his Aeronca Chief in shortly after Dewey made his first landing, and stayed. Through the years he has changed planes, but not airports. Bronson was Cable's first tenant and is still there today. He is eighty-one years young and now has a Piper Comanche.

Maude made sure everyone was greeted with a smile. No one could turn down the Cable hospitality and welcome they got at the airport. They had rocks for tie-downs and rattlesnakes for security, but it soon became known as the friendliest airport in the West.

Thus Cable-Claremont Airport, as it was known then, was open for business in June 1945 with three aircraft being based there. "Claremont" was dropped from the



Constructing the first nestled T-hangars

airport name in 1961.

It took another six months of hard work from daylight to dark to finish the main runway, 6-24, which was originally 2000 feet long. It was on nearly-level ground and had headwinds ninety percent of the time, which was ideal. By 1947 it had been lengthened to 2350 feet and was .110 feet wide.

Building the runway was not easy because the whole place was nothing more than a huge pile of rocks, deep ravines, and washed out gullies. The more beautiful rocks were set aside for later use as building materials. Huge boulders, some bigger than the dozer, were used to fill the deep ravines. The rest of the rocks were dumped on top of the boulders, which gave the runways a solid rock base.

After all the rocks were leveled out and compacted, the runways were covered with topsoil, surfaced with a two-inch coating of "Desert Mix," and packed to a hard surface. Dewey had discovered the mixture, which consisted of fine gravel and oil, during one of his

numerous trips to the desert. This construction method more than met CAA standards and added substantial longevity to the runways.

During construction of the main runway, Walter returned from his short stint in the service and went right to work with his brother Roger and sister Millie. At night everyone was bone tired but they all pitched in and got the house chores done. Roger and Millie were back at the airport the next day as soon as school was out and worked until dark with their Dad and Mother.

**Maude** was as committed to the success of the airport as was Dewey. She was there every day working beside him. She drove the truck, did the paperwork, and was a friend to everyone. When the day was done she went home and cooked dinner for the tired brood. Maude never complained and did everything she could to make the airport successful until the day she died in 1954.

#### **Dewey and the Bureaucrats**

Paul also returned from the

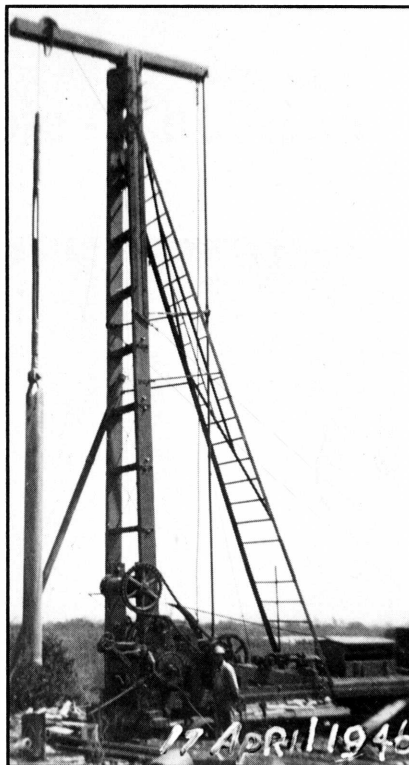
war and pitched in to help his parents and the rest of the family build the airport. Ruth Maxine, Paul's wife, started the first restaurant. The Cable's would complete one project and move on to the next. Dewey loved riding on the grader and never stopped using it even when he was eighty, much to Paul and Walter's consternation. Fifty years later the Cable family is still improving the airport one project at a time.

They used the rocks cleared during the runway construction whenever possible. They were available, plentiful, and fitted in with the area decor. They built the airport administration building, cafe, flight school, office, and shop with these granite rocks. Dewey designed the buildings, and the family built them. They are still being used today, which attests to their sound construction.

Dewey was a genius at improvising. He needed runway lights, so he used surplus heavy-duty electrical cable he found in a junk yard. The cable had originally been bought by the government for use in a battleship.

The airport needed a beacon and the CAA had a surplus airways tower near Porterville. Walter and a friend rented a flatbed truck and hauled it back to the airport. They needed a beacon to put on top of the tower and the CAA donated them one, but first they had to take it down from a hilltop near Palm Springs, which was no easy task.

Dewey had his share of problems with both the city of Upland and San Bernardino County over building permits. A case in point was when he built the seven sided maintenance hanger. It was completed before the paperwork was. When confronted with that fact, he pulled a recruiting poster off the



Drilling for water

wall and sketched the plans for the building on the back of it, and handed it to the inspector. He then proceeded to draw up the blueprints and required paperwork, which was approved. This sort of thing happened often enough that Dewey got quite a reputation for his individualism.

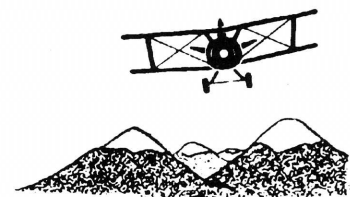
In 1949, Dewey wanted to build some hangars, so he designed and built the first nestled T-hangars. He found students who were willing to work in exchange for flying time. With their help and using salvaged material where possible, he kept the cost down to \$272 per hanger. The fact that he didn't have a building permit didn't come up until after the project was finished. Dewey went to court to show that, at the time of construction, none was required. He won!

In the beginning the city wouldn't let him hook up to the city water, so he dug his own well. When the city wouldn't issue the proper

permits and convinced Edison not to hook the airport up to electricity, he put in his own power plant. Problems with the city went on for years, and Dewey attended all the city council meetings to keep tabs on what they would be trying to do to him next.

Edison's power line, which ran up Benson Avenue on the approach end of runway 24, was a hazardous obstacle. Edison wanted \$60,000 to bury 300 feet of the line underground. Dewey thought that was ridiculous, and after four planes hit the lines, he turned to the press. In a series of articles, Dewey got the message out about the power company's apparent lack of interest in safety. Negotiations began and the power company soon buried the power line. The final bill, \$7,500.

Dewey fought hard for decades to protect Cable Airport from outside interests who wanted to either shut it down or take it over. He also helped save El Monte Airport and Big Bear Airport.







Cable Airport - 27 January 1952



# Dewey Cable - The Man, The Legend

Dewey McKinley Cable was born November 19, 1897, at Dysart, Iowa, to Norman N. and Millie V.(Lewis) Cable, both of Iowa. He had two sisters and four brothers. After graduating from Waterloo School, he did farm work and took engineering courses at Hawkeye Technical University in Ames. He married Maude Lazemby of Dewar in November, 1920.

In 1923 Nathan Northey, a wealthy neighbor who owned several enterprises including Herrick Refrigerator Company, asked Dewey to come to California to manage his ranching interests in Spadra. Dewey and Maude jumped at the opportunity. Dewey was so successful with the walnut and orange groves in Spadra that Northey asked him to also manage his grape vineyard, hog ranch, and truck farm in San Joaquin Valley. Dewey managed these properties until 1938 when Northey's son decided to sell the properties.

In addition to the oranges and walnuts, Maude and Dewey raised four sons and one daughter. Arthur, the eldest, was tragically killed in 1939 at the age of seventeen. It was one of those foggy Southern California spring mornings when it was difficult to see across the street. He was waiting for the school bus, which stopped for him. A large truck came along, but the driver didn't see the stopped bus until it was too late. The truck impacted the bus so hard it ran over Arthur.

Paul, born September 3,

1923, joined the Army Air Force in 1943 and served in the South Pacific during World War II. He married Ruth Maxine Koontz, and they live in San Dimas. They have one son David, who soloed and got his drivers license on his sixteenth birthday. They have one daughter Diane who also soloed at a tender age.

tradition with the Cable clan.

Millie, born Nov. 3, 1931, was licensed to fly at seventeen, and worked at the airport until she married Wilburn Coy Stewart of Marysville. They had two sons Mike and Craig. Millie has since remarried and lives in San Jose.



Dewey Walter Maude  
Millie Roger  
circa 1945

Walter David, born Aug 7, 1926, had barely started his Army Air Force flight training when the war was over and he was sent home. In 1951 he married Marilyn Valentine of Pomona and they live in Claremont. They have one daughter Debra Jo and one son Robert (Rob) Young. Debra started taking flying lessons when she was thirteen and soloed on her sixteenth birthday. Rob also soloed on his sixteenth birthday, which is somewhat of a

Roger, born Feb. 11, 1938, soloed in seven different aircraft on his sixteenth birthday. After serving in the Navy, he married Barbara Jean Barnard, and they had one son Bob and he has a daughter Lori. They have since divorced, and Roger lives in Hawaii.

Dewey's brother John was 19 when he started flying in 1923 and was hooked on flying from the beginning. His flying career reads like an adventure story. He barn-

stormed all over the mid-west and started Waterloo, Iowa's first airport. He flew airmail from 1931 to 1933. In 1935 he started ferrying aircraft for Douglas Aircraft Co. Later he joined TWA and flew for them until Douglas asked him to return as their test pilot in 1937.

On Sundays when he could borrow a plane, John would circle Cable's Spadra home and then land at the nearby landing strip on W.K. Kellogg's ranch. He would take Dewey and the rest of the family up for a ride in the open cockpit bi-plane. These rides sparked Dewey's interest in flying.

John was selected as the test pilot for the Douglas DC-4. At the time it was the most advanced airliner in the world.

He was killed the following year on January 23, 1939, while demonstrating an A-20 Havoc for the French Air Ministry. The plane went into a flat spin and crashed in the parking lot at the Santa Monica Airport. John bailed out before the aircraft crashed but his parachute failed to open in time. His passenger, Capt. Paul Chemidlin, was pulled from the burning wreckage with severe injuries.

The crash made headline news across the country. Congress even got into the act, because the U.S. was neutral and the presence of a French pilot implied otherwise.

At John's funeral, Dewey met Mr. Donald Douglas and was offered a job. He started working at the Santa Monica facility shortly thereafter. Later he was made lead man in the A-20 engine department at the Long Beach facility. When Paul turned eighteen, he too started working for Douglas Aircraft, converting DC-3s to C-47s.

In 1943 Paul went into the Army Air Force, and Dewey started working at the Ontario Airport as

foreman of the P-38 overhaul repair facility. Within a year, Dewey took over the military depot at the Los Angeles County Fairgrounds in Pomona, where military vehicles were reconditioned. This turned out to be a fortunate move for him, because Brackett Field was located just across the street.

During the war civilian aircraft were not allowed to fly within 150 miles of the coastline and all aircraft had to be dismantled and locked in a hanger. Brackett, being a civilian field, was closed, and the Civil Air Patrol was used to keep watch on the aircraft. Dewey joined the Old Baldy Squadron, which was the local unit based there.

Dewey then bought a dis-



Maude Cable

mantled 1940, 50 hp Porterfield and took it to his hilltop home and restored it. His next problem was to figure out how he could fly it with all the war-time restrictions.

As the newly elected Commander of the local Civil Air Patrol unit, Dewey persuaded the Western Air Defense Command to allow private planes to fly from Brackett Field to a zone outside the metropolitan area. "This," he said,

"would let civilian pilots maintain their proficiency if they are needed in the war effort." Under this arrangement, a plane could fly into and out of the area after a flight plan had been filed weeks in advance. The flight plan had to specify the date of the flight and the time of day. No night flying was allowed. Consequently Brackett became the only private airfield in Southern California that was operational during the war.

He and others in the Civil Air Patrol flew their aircraft out to Silverlake for practice. They also used Quartzsite and Lone Pine. Thus Dewey finally received his pilot's license in 1944 at age 46.

He remained at the military depot until late 1944. As the war started to wind down, some restrictions on flying were being lifted. Arlington Airstrip, which is now Riverside Municipal Airport, was the first airport in the area released by the military. Dewey took advantage of the opportunity and started a flight school there. It didn't take him long to realize his lease arrangement wasn't what he had expected, and so he pursued his dream of having his own airport.

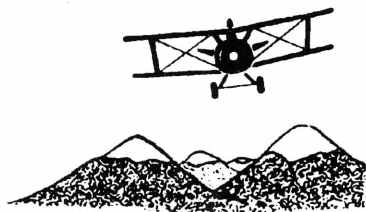
He flew all over the Pomona and San Gabriel Valleys looking for suitable locations. He checked out Pasadena, Pomona, Chino, Riverside, Diamond Bar Ranch, San Bernardino, and Ontario. He found several locations but they were either too expensive or had restrictions which made them unsuitable. He finally settled on a site north of Route 66 in the San Antonio Wash between Upland and Claremont and began work in April 1945.

Dewey Cable was an active member of California Airport Owners and Operators Association, the San Bernardino Aviation Department., the Civil Air Patrol from

1942 and was the Old Baldy Squadron Commander from 1942 to 1946. He was a member of the Pomona Moose Lodge #650 from 1928, and for thirteen years had perfect attendance at the Upland Lions Club.

Dewey Cable was a “get the job done” type of person. He was a dreamer and more importantly, one that made his dreams come true. He always said, “The most important thing is to get up each day and get something done. Don’t sit and dream about it, or draw pictures, get out and do it.” That was his legacy, he didn’t believe in plans or permits, just build it. This caused many problems over the years, but somehow it all seemed to get resolved.

Everyone respected Dewey, whether they agreed with him or not. He was someone to look up to, the type of person that made this country great. God knows we need more like him today!



The Cable family  
circa 1948



Roger      Millie      Dewey      Paul      Walter



# Paul Cable

Paul Cable was born in Dysart, Iowa on September 3, 1923, and was only six weeks old when his parents moved to Spadra. As he grew up he attended Spadra grade school, Emerson Pomona, and graduated from Bonita High. He helped his parents with the walnut and orange orchards his father managed. Then he studied welding and metal work at a trade school.

When he turned eighteen he started working at Douglas Aircraft in Long Beach, converting DC-3's to C-47's. They hung new engines, props and wings on the planes. He helped design the military upholstery for the C-47.

In 1943 he joined the Army Air Force and ended up in the South Pacific as line chief for a squadron of P-38's. While there, he met men who became America's top aces, Richard Bong and Tom McGuire. He was in Japan when he was discharged in 1947. Those four years were exciting for him and ones he will never forget.

He returned home and married his sweetheart Ruth Maxine Koontz. They stayed long enough to help Dewey finish a project he was working on. At the same time he got his pilot's license. Then he and Ruth headed for Colorado to work for a wheat rancher. He and one other helper farmed 5,000 acres.

Several years later, in 1951, they returned to Southern California where he ran a machine shop in Pomona for a parts store and engine rebuilder. Later on, he bought his



Paul Cable

own service station and welding shop in Upland along Foothill Boulevard, which was another successful venture for him.

In the meantime, Cable airport had grown into a major operation, and Dewey needed his help. He started out part time to oversee airport maintenance and build more hangers. It wasn't long before this part-time work became a full-time job. Fourteen years after leaving Cable Airport he had returned to help Dewey, who soon turned airport management over to Paul's capable hands.

Paul's son, David, joined him in 1972 and has been with him ever since. David is married to Nancy Fleming. They have three children, Ryan, Steven, and Jennifer, and live in San Dimas. His daughter, Diane, worked at the airport for fifteen years before starting her own successful

business. She is married to Kjell Nyman and they live in Claremont.

Finally, in 1991, after twenty-six years as Cable Airport manager, Paul decided to go into semi-retirement.

Paul picked up the torch where Dewey left off and has been the driving force behind airport improvements ever since. Today he still greets everyone with a genuine smile and makes each person feel welcome, an endearing trait the entire Cable clan seems to have.



# Walter Cable

Walter David Cable, born Aug 7, 1926, earned his pilot's license in 1944 before he entered the Army Air Force. He joined the CAP when Dewey was the local commander and helped his dad at Brackett Field. He helped ferry the Porterfield from Bracket out to Silverlake on weekends for student training. The plane didn't have enough gas to make the trip non-stop so they had to land on the highway on the way out to gas up.

Walter had barely started his Army Air Force flight training in 1945 when the war was over and he was discharged shortly thereafter. He immediately went to work for his father on the airport and has been there ever since.

First, he got his instructor's rating and flew as a flight instructor for a number of years before becoming a flight examiner. During those early years he logged over 6000 flying hours and has been the leading force behind the flight school and the airport itself.

Walter is a natural pilot and could fly almost any aircraft. He was always being called upon to test-fly homebuilts for the first time and even taught himself how to fly helicopters. Over the years he has owned a Stearman, an AT-6, a Staggerwing Beech, and two Bonanzas.

Walter was also in charge of aircraft sales, and when Lynn Person left, he took over aircraft maintenance as well. His son, Rob, is now in charge of aircraft maintenance



Walter Cable

nance at Foothill Aircraft. Rob and his wife, Joyce, have two sons named Curtis and Kevin. Walter and Marliyn's daughter Debby is a teacher in Ohio and she has two sons Jonathan and Jason.

On Tuesday 11 January 1966, Walter set the single-engine altitude record of 39,334 feet using a stock 1966 Cessna turbo 210 Centurion. He broke the previous record of 35,070 feet set three months earlier by Marvin Smith of Long Beach in a modified 210.

Walter took off from Cable Airport a little after ten and his brother, Roger, was flying a twin-engine Aero Commander chase plane. Walter circled Cable Airport and then over Ontario as he continued to climb. When he received clearance from Los Angeles control he headed for Catalina Island and

shuttled between Catalina and Long Beach as he continued to climb. Roger stayed at 22,000 feet and acted as a communications link between Walter and the various ground stations.

As he passed through 25,000 feet the windows frosted over and he had to fly on instruments. As he climbed higher some of these instruments became inoperable due to the altitude and eventually he was left with only the turn and bank indicator to maintain level flight.

Walter stayed above 39,000 feet for 45 minutes and maintained the peak level for about eighteen minutes. Running low on fuel he started his descent and landed at Cable at 1:30 pm, 3 hours and 9 minutes after he had left.

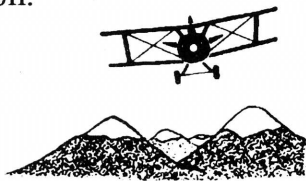
The following year, on Saturday May 13, he shattered his own

record by flying to a height of 43,699 feet. This time flying a 1967 Turbo-System Cessna 210 Centurion, powered by a 285-hp Continental Airesearch turbo-charged engine.

Roger again flew chase plane duty, but this time he flew a twin-engine Cessna Skymaster. In addition to serving as Walters communications link to various ground stations he broadcast live to the listening audience of KKAR radio.

Walter was still climbing 100 feet per minute as he passed through 40,000 feet. By the time the plane reached its maximum altitude, it was in such a steep attitude that he was literally "hanging on the prop" clawing for every foot of height. The outside temperature was 60 degrees below zero and the cabin heater going full blast gave little relief. One hour and forty-five minutes after takeoff, Walter had reached 43,699 feet setting a new world Class-1.c altitude record for light aircraft, which still stands today.

Walter, president of Foot-hill Aircraft Service, is quiet and easy-going. Only when you get to know him, do you realize how strongly, he feels about the airport. It has been his life for so long, its as if he has carried on where Dewey left off.



## Millie Cable

Millie was only thirteen when her father and mother started to build the airport, and she pitched in to do her part in making it successful. As soon as she could, she started flying and soloed when she was seventeen.

Millie started by tracking the number of truck loads of top soil that were being delivered from the nearby quarry. Her mother, Maude, then taught her how to keep the books and other office records.

When Maude passed away in 1954, Millie inherited the job of airport office manager as well as bookkeeper. As if that wasn't enough, she also did the same thing for the flight school and the air taxi service.

Millie continued to work at the airport until she married and started a family of her own. Today her son, Mike, is chairman of the Cable Land Company, the airport landlord, as well as vice president of another Company. He is married to Annette and they live in Pomona with their two children Christina and Mikey.

Craig, Millie's other son, lives in San Jose with his wife Rusty. He is the maintenance manager for a large apartment company.

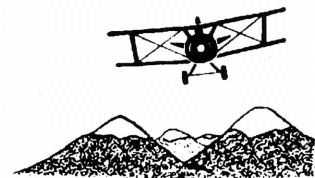
A few years after Millie left to raise her family, Roger talked her into returning to help him with the commuter airline. She stayed with them until it was bought out.

Today Millie lives in Palo Alto and is an office manager for a major computer company. Dewey

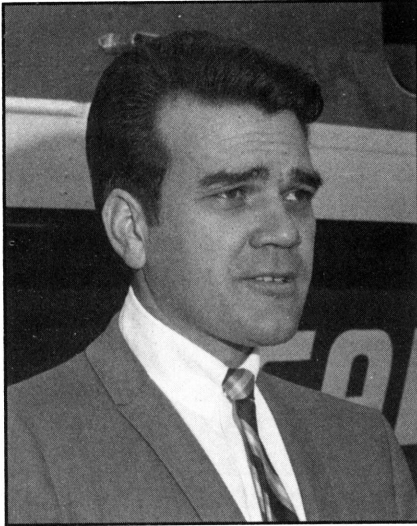


Millie Cable

and the boys were the dreamers and the doers. Millie, like her mother, did the bookkeeping and paperwork necessary to make the dreams into a successful business. She was the adhesive that held it all together.



# Roger Cable



Roger Cable

Roger, born Feb. 11, 1938, was only seven when he started helping his father build the airport. He was young and short but he did a man-size job and grew up on the airport. He learned to fly before he knew how to drive and soloed in seven different aircraft on his sixteenth birthday.

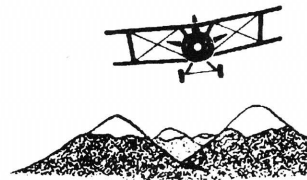
Later he joined the Navy, and during his tour of duty, he was introduced to that tropical paradise, Hawaii. Later he married Barbara Jean Barnard, and they had a son Bob, who is now maintenance foreman of Cable Airport. Roger's daughter, Lori, lives in San Francisco and is activity manager for Hyatt Hotels. Roger has since divorced and lives where his heart is, in Hawaii.

Upon his return from the Navy he took over operation of the flight school and made it very suc-

cessful. Like his father, he was a doer and a talented businessman. He started the Cable Air Taxi service using Cessna 402s and Beech 18s making it a profitable charter business. But he had even bigger dreams.

On March 28, 1968, he launched Cable Commuter Airlines with an inaugural flight from Ontario to Los Angeles airport. That was just the beginning. Their fledgling fleet soon grew to include twelve De Havilland Twin Otters. Their business grew rapidly and was providing commuter service from Lancaster and the Inland Empire area to the LA basin.

Roger worked hard to make the business successful and it was. Sometime later the commuter airline was bought out by a large conglomerate. Unfortunately, the conglomerate didn't have Roger's business acumen and soon went out of business. Roger didn't mind being out of the airline business, because it gave him the opportunity to return to his beloved Hawaii where he is now a manager for a Chevron oil distributor.



Cable Commuter Airlines



# Cable Airport Through The Years

Cable Airport, Inc. is owned by a partnership called Cable Land Company and is entirely owned by the Cable family. It is called the world's largest privately-owned, public-use airport by virtue of the number of aircraft based here, over 450.

The Cable family has continued the airport's progressive development since Dewey moved the first boulder in 1945 to ensure the

airport meets the needs of the growing aviation community.

## FAA Grants

In 1985 Cable Airport received its first FAA grant. The airport's proximity to Ontario Airport makes it possible for general aviation aircraft to be based close to Ontario without impacting Ontario's operations. This in FAA terminology, lets Cable Airport fall within

the FAA Reliever Airport category and makes it eligible for airport improvement grants.

These grants come from the Airport Improvement Projects fund which is a part of the Air Aviation Trust Fund. The money in the funds comes from aviation fuel taxes and taxes on airline tickets.

Cable is unique in that it is the only privately-owned, public-use airport in California to receive



Cable Airport - 1953

money from the Aviation Trust fund. They have since received a total of six grants. The money must be used for improving the physical condition and safety of the airport. It may not be used for buildings. In addition Cable is required to pay 10% of the projects' cost.

These FAA grants permitted improvements that would not have been financially possible otherwise. Cable Airport users have been the real beneficiaries of these improvements.

### Chronological History of Cable Airport

1944 Original purchase of 80 acres

1945 Built the main terminal building and the seven sided maintenance building

1946 Named the airport "Cable-Claremont"

1948 Purchased 40 acres  
41 based aircraft

1949 Built first 20 T-hangars

1950 Built Runway 8-26

1952 Built an additional 20 T-hangars

1953 Runway 1-19 expanded to 1,340 feet  
Runway 6-24 expanded to 3,150 feet

1954 Rotating beacon and runway lights for 6-24 installed

1955 100 based aircraft (40 hangars)

1956 Purchased an additional 20 acres  
Built 20 open hangars  
120 based aircraft (60 hangars)

1957 Built two 40x60 open hangars



Cable Airport - 1 May 1954

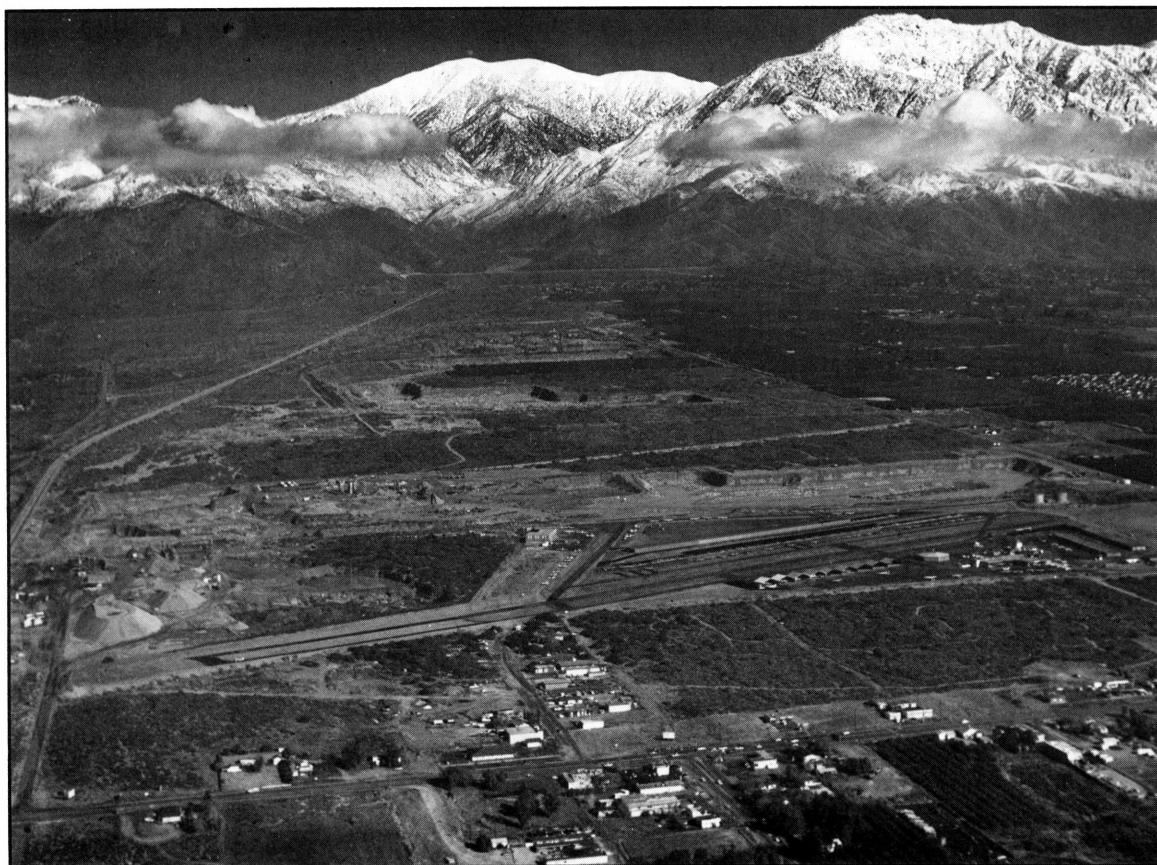


Cable Airport - 16 December 1962

1958	Built twenty open hangars and Built two 40x60 open hangars	1973	Runway 8-26 abandoned
1959	Built two 40x60 open hangars Built Sales and Maintenance building Built 10 open hangars Built four closed T-hangars	1974	Built two 40x60 open hangars Extended runway 6-24 to 3,600 feet 255 based aircraft (176 hangars)
1961	Built two 40x60 open hangars	1975	Built 20 closed hangars 274 based aircraft (196 hangars)
1962	Extended Runway 6-24 to 3,540 feet	1977	East Clear Zone Recorded 295 based aircraft (196 hangars)
1964	Built two 40x60 open hangars Built Sales Lot Built 20 open hangars Built 10 closed hangars Instrument approach approved 160 based aircraft (130 hangars)	1978	Six closed twin-engine hangars en closed Built 10 closed hangars VAPI installed on Runway 24 321 based aircraft (212 hangars)
1966	Cable Airport annexed to the city of	1979	Built 10 closed hangars 350 based aircraft (222 hangars)
Upland		1980	VASI approach lights installed by FAA on Runway 6 Lease signed for VASI on Runway 24
1967	Built Instrument shop	1981	Developed Master Plan for Cable Air port
1968	Built Airport Office Built Paint Shop Built two 40x60 open hangars Built 10 closed hangars	1982	Built nine box hangars on north side
1969	Built another building for paint shop Built 20 closed hangars		
1971	Built 10 closed hangars		



1984	Built 31 box hangars on north side	1991	Grant #3 Taxiway and storm drain improvements
1985	Repaved airport - Received \$550,000 Government Grant	1992	Grant #4 Taxiway, Storm Drain and water line improvements Built 21 box hangars Put lights on east end of helicopter pads
1986	Built eight twin-engine hangars on north side		
1987	Built aircraft parts building		
1988	Original T-hangars demolished to prepare for new hangar construction	1993	Grant #5 Installed storm drain Installed new radio controlled runway lighting system Sealed pavement for the entire airport Added new stripping and runway signs Built 2 helicopter pads at west end of airport Added lights to one of the west end helicopter pads
1989	Built 69 T-hangars (replaced old demolished hangars) Fenced, lighted, and paved parts of airport  Grant #2 built 2 helicopter pads at east end Closed north side of Aero Commander sheds Added storm drain to north side of Aero Commander sheds	1994	Repainted most of the buildings and roofs on the airport



Cable Airport - 1968



# Cable Airport Today

The Cable Airport today is situated on 105 acres and is home for over 450 aircraft. Its first tenant is also its longest tenant. It is home for several businesses, homebuilders, and a private museum. It is a favorite spot for airplane watchers and good old fashioned family fun.

Eighty-one year old Everett Bronson was Cable Airports first tenant, his first hangar was one of the original shelters built by Dewey Cable. He now has one of the choice hangars on the north side. When he first landed at Cable Airport in 1945 he was flying an Aeronca Chief. Since then he has owned three Swifts and Comanche 180, and now flies a Comanche 260.

Cable Airport is a great place to take the family. Plane watchers of all ages come here to see the planes come and go. Mostly Cessnas and Pipers and lots of homebuilts too. Occasionally there are Stearmans with their open cockpits, two wings, and big radial engines to remind us how flying used to be. Pilots in World War II took their basic flight training in these rugged beauties. There are Gypsy-Moths putt-putting gracefully into the air, that make you want to fly.

Cable Airport is a haven for many airplane watchers. On the northeast corner of the airport, a special parking space has been set up for them. They are close to the threshold of runway 24 and have the best possible vantage point for viewing planes taking off and landing. Many people like to park their cars near the cafe, while others enjoy sitting on the cafe patio. Either place affords a perfect view of all flight activities.

On weekends families come out to have breakfast or lunch at the

cafe. Then they stroll over to the aviation art gallery to see what is new. The gallery has prints, books, models, and does custom framing. And if you just want to talk airplanes, that's the place to go.

Those who have the time, journey on down to Lane Leonard's hangar, the focal point of "antique row." Lane started flying for American Airlines in 1944, and still works for them. Lane's hangar is a mini-museum, and he loves to show people around. He knows more about Southern California aviation history than any person I know.

The airport staff goes out of their way to make everyone feel welcome. They also strive to be good neighbors with the surrounding community and work with the pilots to keep it that way.

Manager	Chuck Barnett
Asst. Mgr.	Dave Cable
Maint. Mgr.	Bob Cable
Assistant	John Honaker
Fuel Mgr.	Marty Eisenmann
Office Mgr.	Valerie Neumayer
Planning Dir.	Bill Blanchard
"Boss"	Paul Cable

You will often find Paul or Dave Cable conducting tours for grade school classes and other organizations.

Of the original land purchases, only 105 acres is currently designated as airport property. The Cable Land Company owns an additional fifteen acres, seven to ten acres of which may eventually be incorporated into the airport and the rest developed in non-airport ventures. The remaining acreage has been sold.

Cable is classified as an uncontrolled field, which means there is no one in the tower directing traffic into and out of the airport. Except

for special events, like the Air Fair, when the FAA sets up a temporary control tower for the day. At all other times pilots are responsible for watching for other aircraft in the pattern. They follow rules for operating out of uncontrolled fields, which all pilots know; they use common courtesy, and communicate with others in the area via radio. This is the same tried and true procedure used safely for the last sixty years at uncontrolled fields throughout the country.

Several aviation related businesses call Cable Airport their home. They are all aviation oriented in one way or another. Some deal only with the aviation community. Others serve the surrounding communities as well. They are:

- Bledsoe's Aviation Art
- Cable Cafe
- Cableair Flight School
- Civil Air Patrol
- Final Call (Plane wash)
- Foothill Aircraft Sales/Service
- Foothill Aircraft Parts
- Pacific Coast Radio
- Skywest Instruments
- Vic's New Concepts Interiors
- Yehnert Helicopter

Many homebuilders and aircraft restorers find Cable Airport a great place to be. There are several RV-4 and RV-6 projects in progress as well as others. There are some Tiger Moths being refurbished and one Stearman that will probably be a grand prize winner at Oshkosh next year. With so many projects going on, it's always easy to find someone with experience to help when you run into a problem or need to know where to find a scarce part or tool.

Cable Airport is many things to many people. It is a community within itself. One that is productive and vital to its tenants, local businesses, and the surrounding communities. It is a special place where you are welcome.

# Cable Airport Tomorrow

The Cable Airport master plan takes the airport into the next century with plans for growth and improved services. It also keeps intact and reinforces their continuing commitment to be a good neighbor to the surrounding communities.

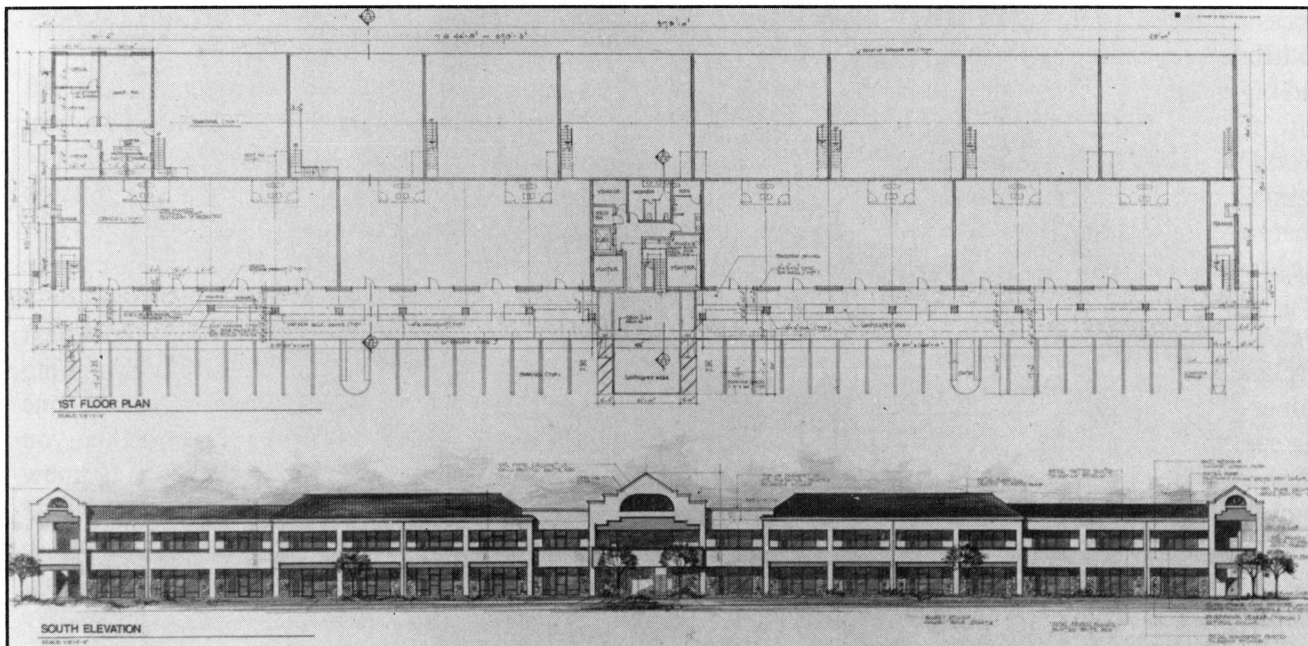
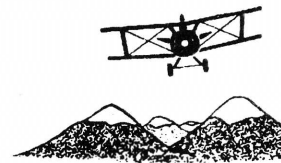
One of the most noticeable improvements will be a large office and hangar complex on the north side of the entrance road. The complex, shown below, will have eight hangars, each with attached office space, and up to 24 other offices. This complex will provide an added convenience to those who fly as part of their business.

The master plan also identifies several areas on the airport that will be improved. With the addition of the office complex, the airport entrance will be enhanced. Included in the airport improvements are such mundane tasks as providing better drainage, tasks that most people will probably never notice, but which are important just the same. There are plans to increase the number of hangars, which protect valuable aircraft from the elements. In time, Cable Airport expects to have sufficient tie-downs and hangars to accommodate 650 aircraft.

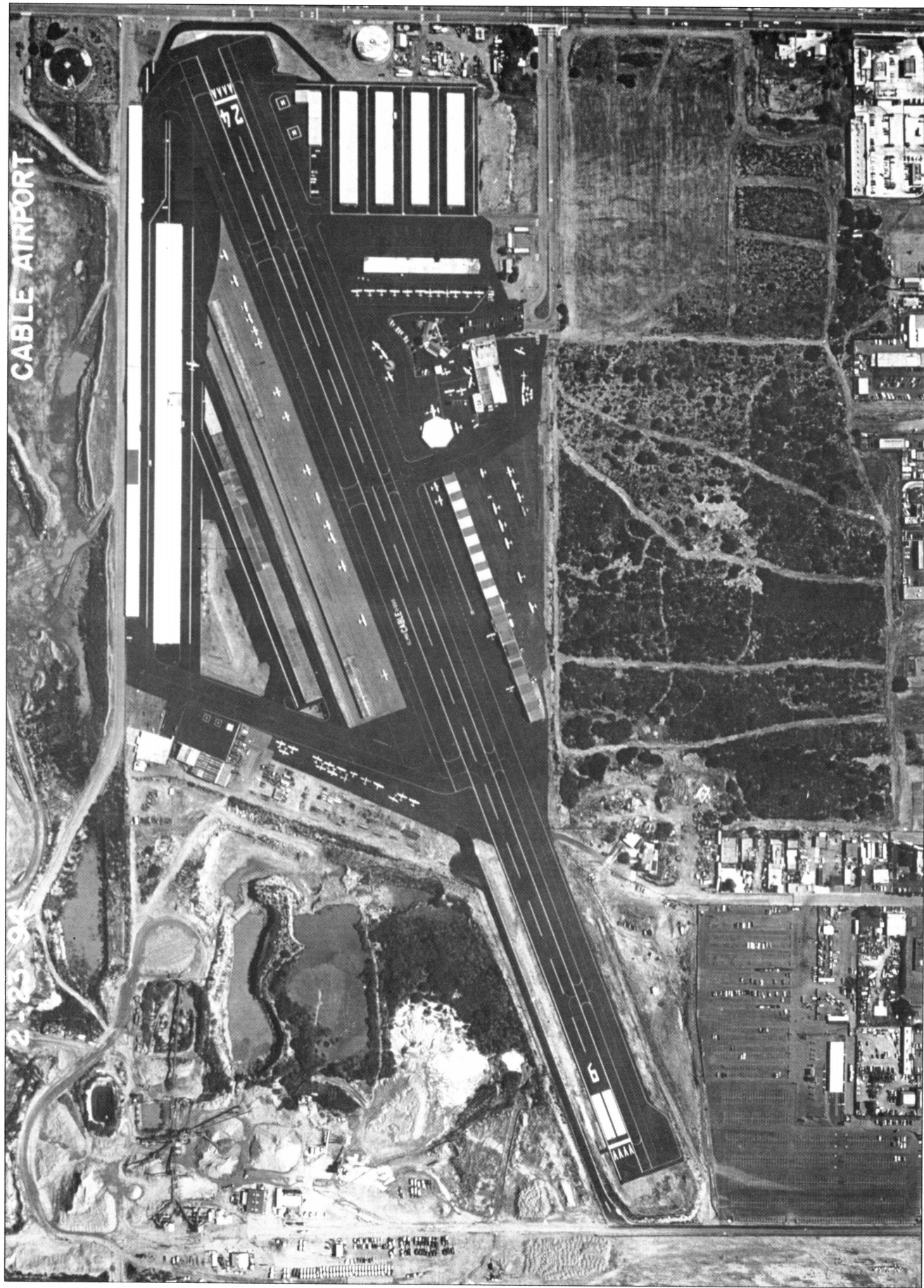
Another project in the con-

ceptual stage is an aircraft museum. It will seek to preserve and emphasize Southern California's rich aviation history. It will be an educational experience as well as a show-place for the community.

The master plan seeks to provide more and better service to the general aviation community and to its neighbors in the surrounding communities.



Office and Hangar Complex



Cable Airport - 1995





Dewey Cable was a "get the job done" type of person. He was a dreamer and more importantly, one that made his dreams come true. He always said, "The most important thing is to get up each day and get something done. Don't sit and dream about it, or draw pictures, get out and do it." . . . That was his legacy.