[MS-0398.030.015.018]

WANTED !!

By San Diegans

A few good, sincere, visionary leaders to lift San Diego out of the doldrums and guide America's finest city *"Boldly"* into the 21st Century.

PREREQUISITES . . .

Intestinal fortitude . . . Perseverance . . . Must be able to roll up their sleeves and get the job done.

WARNING . . .

Politicians, goat suckers, bureaucrats, "whangdoodles" and career pettifoggers need not apply!

SAN DIEGO

1769-1991

"222 years of progress"

Why stop now?

Lew Gregory
P.O. Box 102
San Diego, CA 92112

10 NOVEMBER 1991

1

"TWINPORTS" - Will Never Fly!

Adios "TWINPORTS"

TwinPorts is negativism, dumm and antiquated. It is tantamount to placing a Band-Aid on a ruptured artery.

San Diegans are sick and tired of being bamboozled and Honeyfuggled by Flibbertigibbets and career pettifoggers.

San Diegans want THE BEST for "our" money and will not accept misguided, misinformed "second best" views from some newspaper editors. Nor stupidity from a few dodo, backward bureaucratic politicians, who can not see beyond their nose.

Adios, hasta la vista TwinPorts. NoThanks to your "Second Best" Ideas.

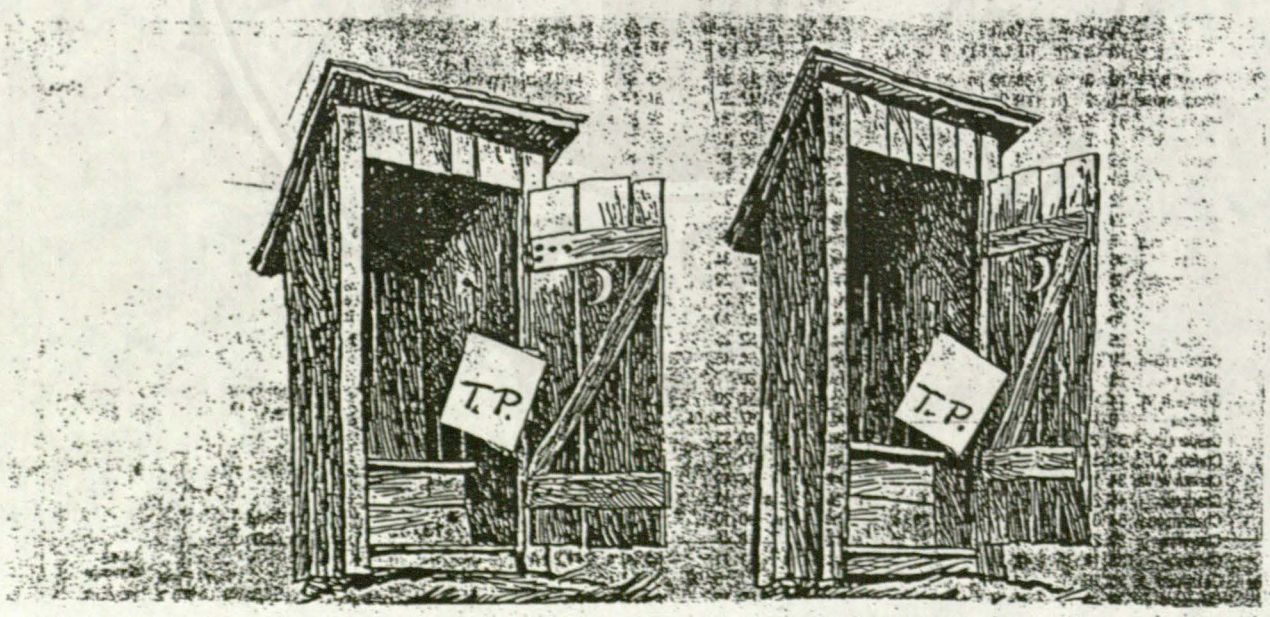
BEST REGARDS,
Lew-

LEW GREGORY
P. O. Box 102

2

"TWINPORTS" – Will Never Fly!

Adios "TWINPORTS"



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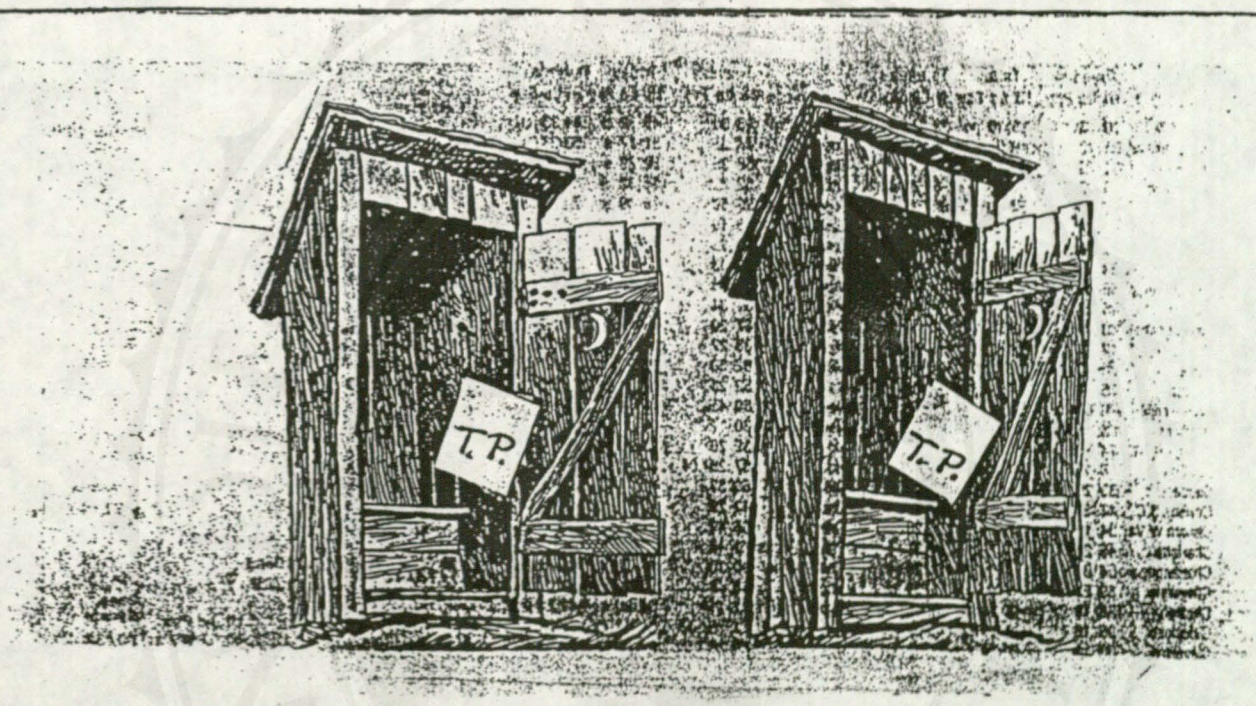
Lew-

3

Finis

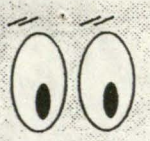
Adios "TWINPORTS"



BOTTOM LINE

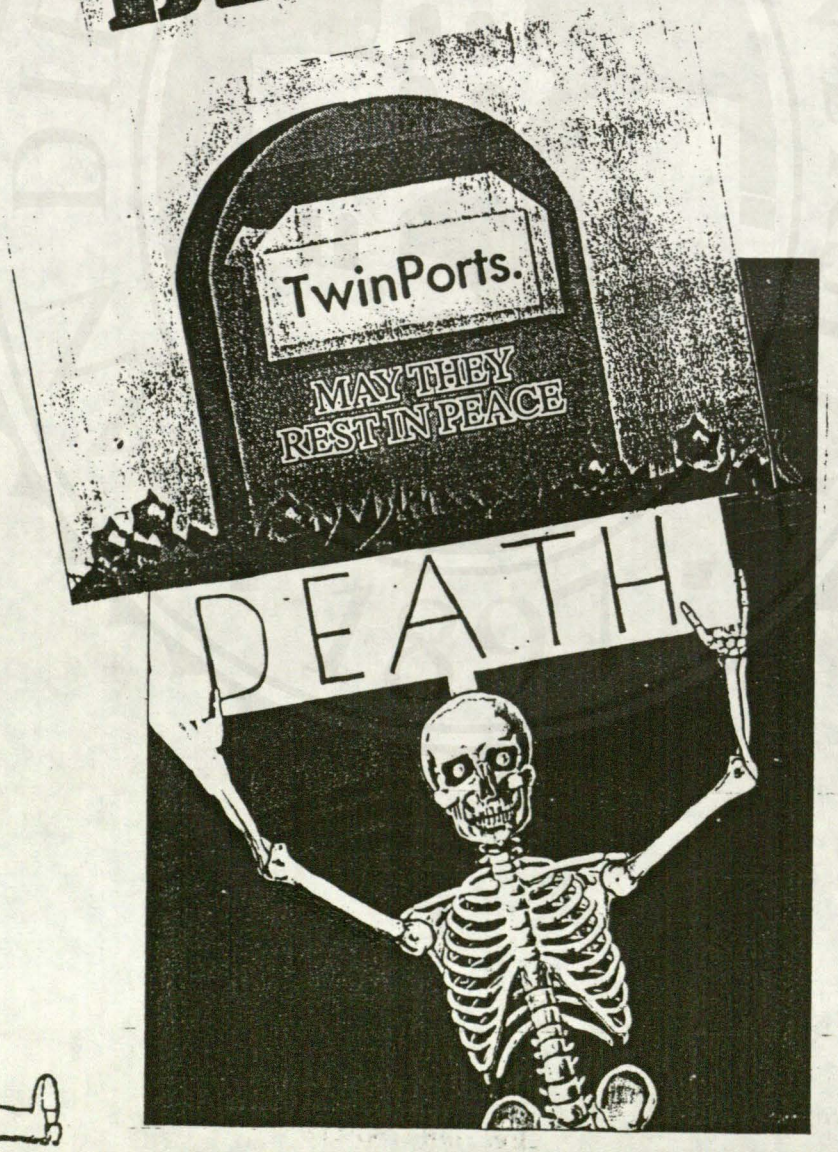
LEW GREGORY
P. O. Box 102
San Diego, CA 92112

2-10-93 Lew

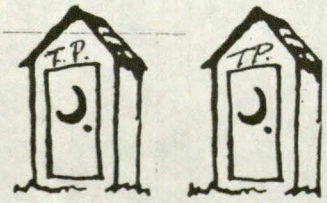


Please Do Not Disturb

THE BITTER END



"If I had only known!"



7-26-93

TOP-
PRIORITY

"JEWEL IN THE DESERT"

PROPOSED

SAN DIEGO - IMPERIAL INTERCONTINENTAL JETPORT

- GATEWAY TO THE WORLD -

YUHA DESERT BASIN

YUHA, CALIFORNIA

AND

ELEVATED HIGH-SPEED TRAIN

BETWEEN SAN DIEGO AND YUHA

BY

LEW GREGORY

This Proposal is much more than building something new and different. Rather it is about the future of our city, county and neighbors. One would hope the following information will once and for all lay to rest where the "New Airport" should be built.

For nearly thirty years I have been reading and listening to many folks talking about a "New Airport" for San Diego. I think thirty years of talk is too much. It is now time to act.

Some twenty-three to twenty-five years ago, the "City Fathers" of San Diego, for whatever the reason, forfeited the last opportunity to ever build a world-class airport anywhere in San Diego County. For the folks who did not live here at the time and for those who may have forgotten, that was when the Commandant of the Eleventh Naval District offered Miramar Naval Air Station to the city of San Diego for an airport to replace Lindbergh Field before the city of San Diego spent millions of dollars to update an aging, poorly located Lindbergh Field. The Admiral advised the city to decide before the Navy Department started to spend millions of dollars to upgrade and improve the Miramar Naval Air Station.

Good folks of San Diego, this may come as a surprise to some of you, but Lindbergh Field is obsolete! Just as the horse and wagon has long since disappeared from our downtown streets, the time has long passed for airports to be in or near downtown locations. These "close in" airports are too dangerous and almost extinct. How many remember (before cable TV) when the jet passenger plane's landing wheels hit one of those old tall pipe TV antennas on top of one of the homes along India Street?

We can end all of the lawsuits regarding planes landing and taking off at Lindbergh Field. We can move forward with the building of high-rise buildings in our downtown area near the Santa Fe railroad tracks without fear of a jet crashing into the upper floors of these high-rise buildings. Not too many tall buildings in downtown San Diego in 1927 when Lindbergh flew his plane around town. There are those who have been penalized from building in some sections of downtown San Diego due to restrictions that allow these huge jets to pass very low over our city. These restrictions slow the growth of and hurt the entirety of our community. There is a much better way.

Lest we forget that warm Monday morning of 25 September, 1978, nearly twelve years to the day when we all observed the black and gray smoke rising over North Park. Within minutes we learned, sadly and tearfully, that our own PSA Flight 182 and a small Cessna had crashed into a North Park neighborhood. Later we learned that 150 of our friends and neighbors had been killed in this crash. A crash that should have never happened. Lindbergh Field could have been relocated years before this horrible crash. Airports no longer belong in or near downtown.

Good folks of San Diego, <u>we can prevent</u> this from ever happening again. Let us one and all make up our minds to build the safest, largest and finest, most modern jetport in the world. For our use and others too.

Aside from the hourly danger of these huge jets possibly crashing while landing or taking off from Lindbergh Field, it is just plain stupid and asinine to continue to use this very

valuable, strategically located property for a paved landing strip and parking apron.

The outstanding location of this high priority property can be put to so much better use for the well being of all San Diegans.

One request please, this should be of utmost importance and top priority prior to planning for a world-class jetport for San Diego. This request is a very simple one that does not hurt, not even a little bit. We in greater San Diego are most fortunate to have so many of the finest Ophthalmologists in the country. Suggestion; every city, county, state, federal, business and lay persons who are going to have any decision making capacity as to where our new jetport is going to be built, should have a visionary exam of their eyes. Those who do not see into the 21st century and beyond are disqualified. For such a major and most important project, we need folks who can see beyond their nose.

We can have the finest jetport in the entire world for America's finest city. We should and we will if we start with a team of outstanding people who have expertise in their various professional fields, with a vision of the future along with a most necessary asset. . . **Intestinal Fortitude**! Willy Nillys need not apply. For those who are willing to roll up their sleeves and dedicate a few years of hard work, long hours, days and nights to the most important project of the last 100 years, and to be sure, of the next 100 years, for the future growth and well being of the greater San Diego community, including the very survival of our unique life style that makes us San Diegans.

To the many who will have toiled and sweated to complete this magnificent world-class jetport and HST line, long after the monetary value has passed, your efforts will be appreciated because it will bring much pride to every San Diegan, Californian, and American for many years to come. It will be a monument to everyone who participated in this project.

"San Diego is not a way-point between one place and another. Like the end of the Yellow Brick Road, if one is here it is because he has sought it out."

These thirty-two words perhaps more than any others, subconsciously remind each of us why all San Diegans are very special persons.

To my fellow San Diegans, if each of you love San Diego as much as I have since 1943, everyone will wholeheartedly support the proposed world-class jetport for America's finest city. Working together, we will have our "New Airport" in just a few years. Our jetport and HST should be operating at full capacity long before our 230th anniversary.

You ask, where will this facility be built? A fair question. Glad you asked. Just a few minutes east of San Diego, that's where. An area that has just about the finest weather, climate and conditions for a 24 hour a day world-class jetport for today and long into the future. Just east of the San Diego County border, a short way into Imperial County, between I-8 and the Mexican border. The Yuha Desert Basin. This is a vast area of over 200 square miles, containing some 300,000 acres. Everyone get themselves a good Imperial County map and look this area up.

This will give everyone a much better perspective of this location.

The price is right! This land is owned by the United States Government and is under the control of the Bureau of Land Management (BLM).

This ideal location is so vast we can build our new jetport in the next few years for the 21st century and we will have no restrictions, thus allowing us to continue to enlarge and update our jetport for many centuries to come.

Dallas Fort Worth (DFW) that opened in 1973, our nation's largest in acreage, was built too small for the future. The planners and builders failed to look far enough ahead. Their area is 200 acres less than 18,000 acres. Too much building has been allowed to encroach the outer edges of the DFW Airport, thus, greatly compromising the safety and primary function of an airport. It is of paramount importance to recommend that we initially start with no less that 25,000 acres for our jetport. It is less expensive to build large enough during the original construction than go back a few years later to expand. Let us do it right from the start.

The San Diego-Imperial Intercontinental Jetport will be an ideal location for today's SSTs such as the Concorde. Also for the SSTs of the future. If we do it right from the beginning, ours will be the only civilian jetport in the world that will be ready to accept the soon to be rocket type scramjet planes.

Airlines from many countries around the world will be most eager to provide service to the largest and finest jetport in the

world.

This will be a "Jewel in the Desert" that will act as a beacon to attract the entire world to our special section of planet Earth. I am certain once the San Diego-Imperial Intercontinental Jetport is open and in operation, it will serve as a model for all other cities and countries who will build future jetports during the 21st century and beyond.

I feel with all the optimism that is within me the 110,000 or so good folks of Imperial County will be most happy and very proud to have such a world-class facility located in their county, which by the way, was San Diego County in the early 1900's.

Twenty-one years ago brave Americans went 250,000 miles to the moon and back. Today we can surely go a few minutes out of town to have the largest and finest jetport in the world, while at the same time allowing our city to grow and prosper from the very valuable land at the former airport.

But how do we get from San Diego to this place called Yuha? By HST! By HS what? HST's (High-Speed Trains). The early 1990's HST models will exceed 320 miles per hour. HSTs of the late 1990's and into early 2000 and beyond will travel in excess of 400-500 miles per hour! So, with HSTs of say 1995, it will be a trip of some **15 minutes** from San Diego to Yuha and vice versa.

The elevated "MEGLAV" type HST line will run in a generally southeasterly direction out of San Diego to a point just north of Boundary Peak near Lake Domingo in East San Diego County. Then in a mostly easterly direction entering Imperial County south of Smugglers Cave near the Elliot Mine area. Then a few miles across

the Yuha Basin to the HST terminal at the San Diego-Imperial Intercontinental Jetport at Yuha, California.

What's that? You say there are a lot of hills between San Diego and Yuha. Not to worry. Some 126 years ago, some of our European ancestors knocked the tops off of hills, dug holes through hills and mountains all by hand so trains could go over and through these hills. Our outstanding ingenious engineers, contractors and builders of today will get the job done with flying colors and in record time.

For such an enormous project, it would bring to mind our own Mr. Bruce Hazard's contracting company and Bechtel International Corporation. These two dynamic California stalwarts would do an outstanding and award-winning job on this world-class construction project.

Perhaps today, our city and county "Mothers" can accomplish what our city "Fathers" did not nearly a quarter of a century ago. We shall see.

San Diegans, one and all, let us take special pride in our special part of Planet Earth. Let us together build the largest and finest world-class jetport on Planet Earth. We owe it not only to our way of life, but to ourselves, our children, grandchildren and great-grandchildren. Let us not for a minute forget the folks around the world who would love to come visit America's finest city.

With proper leadership, bold initiatives and expeditious planning, this entire project should be completed and operating smoothly sometime during 1995. P.S. - Our 230th anniversary is

1999.

To my fellow San Diegans all, let us be the talk of the World about our new jetport, not the butt of jokes about our 50 years behind the times outdated airport. With all due respect to the late Mr. Charles Augustus Lindbergh, who is resting in peace near Hana, (overlooking Hana Bay) Maui, Hawaii, USA.

"Maui No Ka Oi" - "San Diego is the best"

"Obstacles are what you see when you take your eyes off the goal."

"If any man have ears to hear, let him hear."

"And they remembered his words."

Most Sincerely,

Lew Gregory

Lew Gregory
USMC - Iwo Jima
Lifetime Member
Disabled American Veterans

Lew Gregory
P.O. Box 102
San Diego, CA 92112

22 September 1990

PRIORITY

PROJECT "SEA TO SHINING SEA"

Project "Sea to Shining Sea" is a proposal to plan, construct and operate America's first trans-continental, coast to coast, high speed passenger train service. Today, as we prepare to enter the fast approaching 21st century, America has no high speed passenger train service. Nor do we have coast to coast passenger train service, without changing trains enroute, or spending a night in the transfer city. This is a serious void in our transportation system. **We the people deserve better.**

While America waits and ponders, the immense talents and ingenuity of our American engineers and builders are obviously unproductive. The French, Germans and Japanese are doing research, development and operating high speed passenger train service for their people.

Question: **Are the leaders of the United States of America planning to forfeit the future to foreign countries?**

Are we a bunch of cry-babies as that big mouth from Japan

said a couple of weeks ago? Personally I think this candidate for (seppuku) harakiri was sitting on his brains with a geta in his big mouth when he spoke those words. We so called "cry-babies" are the ones who brought those sneaky bandits to their knees to end World War II !

Will America accept the role of spectator, or will we be aggressive leaders and builders of the 21st century?

Project "Sea to Shining Sea" is a bold, practical proposal to set the standard for the entire world to follow as a model for other countries who will build future high speed passenger train service during the 21st century. The "Sea to Shining Sea" route will be approximately 3,000 miles in length. America must be bold and take the lead.

Some of the billions of dollars that the United States has decided (for whatever reason) to cut from defense should immediately be placed into the planning and construction of America's first high speed passenger train route. The building of this 21st century project will give jobs to thousands of our proud, energetic American workers. The "Sea to Shining Sea" project will be uniquely all American.

Twenty-one years ago brave Americans went 250,000 miles to the moon and back, however, how many Americans have been to the moon since?

Project "Sea to Shining Sea" will be an America the Beautiful project. One that each and every American will be very proud of. Something tangible for all Americans, as well as many foreign

visitors to use and enjoy here on the planet Earth for many, many decades. We can go to Mars later.

This bold, positive engineering and construction project will show the world that we are a unique nation of proud, industrious people. Also, the expertise and capability of our American builders to build a truly national project . . . or to build any project anywhere in the world!

The "Sea to Shining Sea" high speed passenger train route is mostly open space land, thus allowing faster construction and less cost.

Project "Sea to Shining Sea" has three phases; planning, construction and operation. It is my opinion that all three phases of this national project can be accomplished during President Bush's term in office.

The "Sea to Shining Sea" high speed passenger train route Pacific-Western terminus will be San Diego, California. The Atlantic-Eastern terminus will be Jacksonville, Florida.

The "Sea to Shining Sea" route will be from San Diego, CA, via El Centro, CA - Yuma, AZ - Phoenix, AZ - Tucson, AZ - El Paso, TX - Albuquerque, NM - Amarrillo, TX - Oklahoma City, OK - Tulsa, OK - Fort Smith, AR - Little Rock, AR - Memphis, TN - Nashville, TN - Chattanooga, TN - Atlanta, GA - Jacksonville, FL.

Every AMTRAK train that is in operation today will be able to make connections at various cities along the proposed America the Beautiful, "Sea to Shining Sea" high speed passenger train route.

Mr. President, project "Sea to Shining Sea" will not only

provide "a thousand points of light", I feel with all my heart this national project will provide hundreds of thousands and more points of light, while at the same time giving much pride to each and every American for a "peaceful, kinder and gentler America."

Therefore, it is with utmost sincerity and positive anticipation that this proposed all American project is submitted to the President for his consideration.

Thanking the President very much.

"God shed his grace on Thee, from "Sea to Shining Sea."

God Bless each and every American.

God Bless America,

Most Sincerely,

Lew Gregory

Lew Gregory
U.S.M.C. - Iwo Jima
Lifetime Member
Disabled American Veterans

3/11/93

MR. LAWRENCE,

I SENT COPY TO PRES. BUSH.

(PERSONAL + CONFIDENTIAL)

HE HAD NO VISION!

A FEW WEEKS AGO - I SENT A COPY TO PRESIDENT BILL CLINTON - PERHAPS HE WILL ACT ON THIS - HE SEEMS TO HAVE VISION - FOR THE 21ST CENTURY.

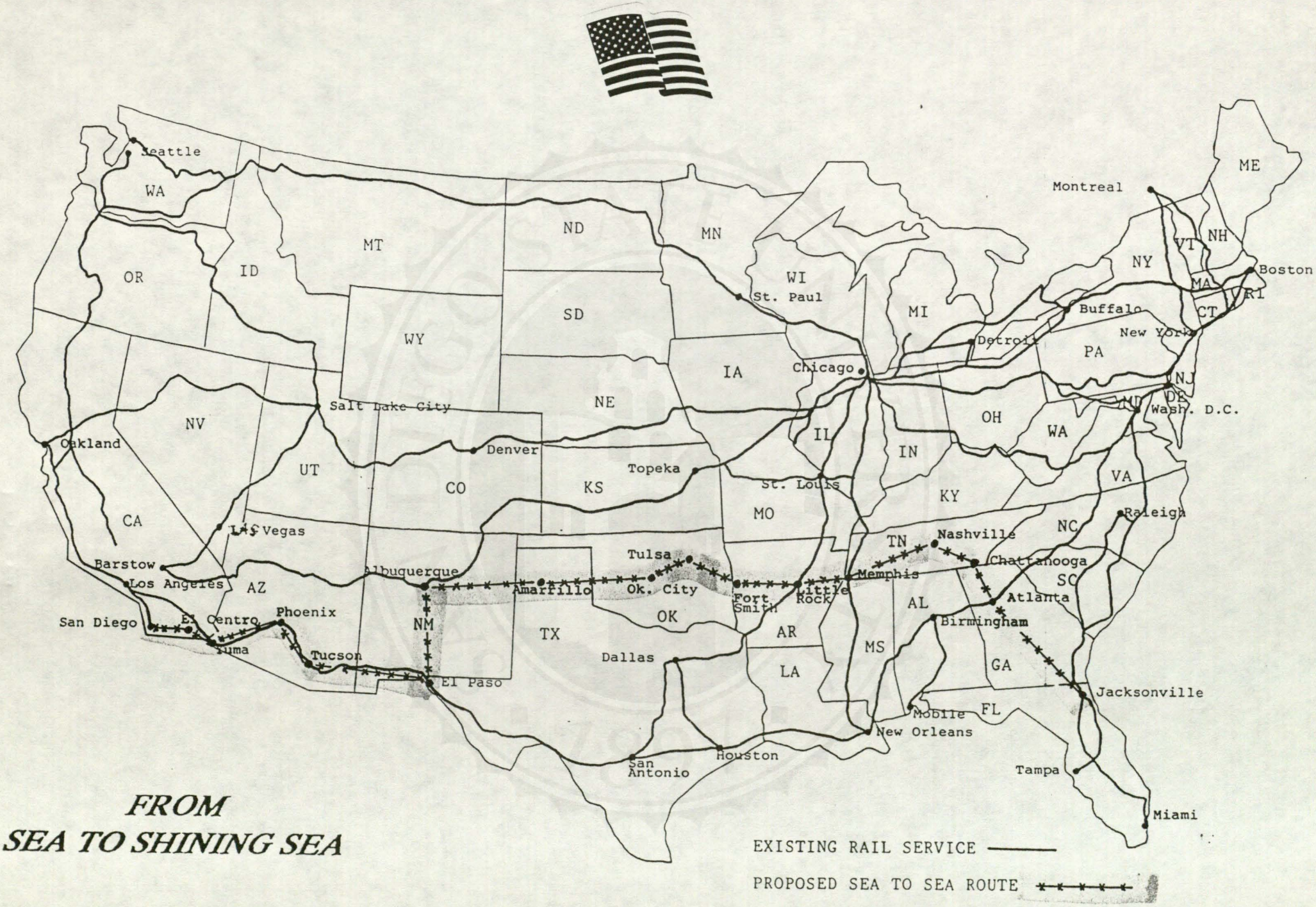
BE WELL.

GOD BLESS

LEW -

LEW GREGORY
P. O. Box 102
San Diego, CA 92119

29 MAY 1990 ✓ LEW -



FROM SEA TO SHINING SEA

LEW GREGORY
P. O. Box 102
San Diego, CA 92112

29 MAY 1990 - LEW-