

Fixed Base Operation in Hawaii

Comments by Tom Anusewicz

In 1982, I moved from St. Croix in the U.S. Virgin Islands to Honolulu. Even back in the early eighties the hustle bustle of the big city was sometimes a bit to take in. Going through the changes were doable because I found so many people open and warm. I was embracing the Aloha.

But Aloha was not readily available on Lagoon Drive.

I recognize my arrival may have interfered with certain individuals plans but of all my relationships at the state airports, Air Service Corporation /Air Service Hawaii was one that never reached a level of mutual respect.

I talk about these times not to disparage any individuals but to understand Lagoon Drive and those individuals that made doing business difficult.

Some individuals had great resumes and would be considered mentors for others but for me it was more about character.

The following narrative is from various pages of the website, were I talk about places I worked and people I met but it is primarily about the

FBO's of Hawaii.

First stop, Air Hawaii



GAF Nomad N24A

My move from the U.S. Virgin Islands to Hawaii was not only to further my aviation career but to find marital bliss (another story). While in St. Croix, I was asked by Hughes Aviation Services (Las Vegas), the North American distributor of the GAF Nomad, if I would be interested in helping a new Nomad operator in Honolulu. They stated that I would work for them directly if interested. I contacted Steve Coonan, President of Air Hawaii to discuss this opportunity. He was extremely interested with me coming to Hawaii and asked how quickly I could get here. They already took delivery of the aircraft and they currently did not have anyone familiar with the equipment. Steve said that he would not be able to relocate me from St. Croix to Hawaii but with Hughes Aviation Service's endorsement would hire me to be their Director of Maintenance. With employment in hand, I quickly arranged to close out St. Croix and fly to Hawaii with the wife to follow in a couple of weeks.

I knew from my time at Coral Air that the Nomad was not a particularly good aircraft, but I decided that making this move to a larger city would open new opportunities. It was not until I arrived that Steve Coonan told me that his company was in bankruptcy (reorganization) and was hoping the new aircraft will help with Air Hawaii's future. The Nomad has been the aircraft that put you in bankruptcy, not get you out.

Air Service Hawaii (ASH) was a company next door (see additional post), that provided aircraft maintenance for numerous airplanes which included Royal Hawaiian Air Service, Princeville Airways along with Air Hawaii. That relationship became problematic for me. Air Service Hawaii was owned by Wally Waterhouse along with others with Bob Fraker as General Manager. Royal Hawaiian Air Service (15 Cessna 402) was the largest maintenance contract for ASH. Fred Fredinburg was the Director of Maintenance and Al Derago was a supervisor and all maintenance performed at this facility came under their direction. They did not want me involved and made it clear to Steve Coonan. I had been in Honolulu for just two days when Steve called to tell me that it looked like my services were not going to be required.

The following day, I went down to Air Hawaii to talk with Steve to get a clearer understanding. I was told he was at the FAA next door in meetings. I went next door and waited in the FAA office for him to get out of his meetings. I could see into the conference room, across from the counter, Steve Coonan, Bob Fraker, Fred, and Al talking with a few of the FAA FSDO staff (Tom Penley and Frank

Nakamura). When the meeting was over, Steve came out with a less than enthusiastic look... until he saw me just sitting there. In the meeting the FAA made it clear that if the Nomad was to be certified to fly for Air Hawaii that they needed someone that had experience on this aircraft. It was decided that the meeting would reconvene with me included. Even though I was involved once again, this would not be an easy task. Once the meeting started, I was asked if I would take on the role of Director of Maintenance. Before I answered, I thought of the last few days and the cast of characters that I have met and the lack of Aloha that I heard was waiting for me when I arrived. Recognizing that the Nomad 24A with 15 seats would be certified under Part 135, 10 seats and above, and would require a chief inspector. That title would put me in a better position to ensure airworthiness of the aircraft. This would allow their Director of Maintenance to continue as before. I hope that this was a solution to everyone's concern. Everyone agreed, my employment was finally confirmed. The FAA thought my choice of position was the right move. Unfortunately, there was no right move. It was clear that I would not receive much assistance from Air Service Hawaii. I arrived at the ASH facility one day and Bob Fraker would not allow me on the property. We had a somewhat heated discussion on the steps of ASH while I could see Wally Waterhouse at the window of office observing the conversation with a look of approval. After some additional conversation with Steve Coonan, I was able to regain access to the aircraft.

I completed the manual for FAA approval, trained ASH personnel on the Nomad and obtained the final certification for the Nomad to start passenger service. The Nomad had its usual maintenance problems which included chip lights coming on during flights. The light indicated minute fragment of metal in the propeller reduction gear box on the Allison 250 engine. The Allison 250 had worked well for helicopters, but this was the first aircraft utilizing this engine with a propeller reduction gear box which needed additional modification, that came in time, but not at this time. The decision was to return this aircraft to Hughes Aviation Services. Within 2 months of my arrival in Hawaii, working under less than desired circumstances, my employment with Air Hawaii ended.

My short-term relationship with the local FAA Flight Standards District Office (FSDO) was enough to gain their trust and they directed me to another local operator that could use my help. Island Airlines Hawaii?

I went on to Island Airways Hawaii, Rainbow Islands Cargo, and South Pacific Island Airways (SPIA) which collectively was about 3 years. My next employment brought me to Hemmeter Aviation. While at SPIA, I was personally contracted to develop a FAA Part 135 Certificate for Hemmeter Aviation and was asked to join their team. I initially came onboard as Director of Maintenance but soon took on the responsibility to manage certain aspects of their new FBO business.



Air Service Corporation was the immediate neighbor and was not pleased with Hemmeter Aviation entering the market of servicing aircraft. Once again, I am at odds with Wally Waterhouse and Bob Fraker. They didn't consider us neighbors but more like the enemy.

Bob Fishman was the Executive VP and my immediate supervisor. He too felt the cool wind coming from the big building next door.

I recognized the many years that Wally Waterhouse and subsequently Bob Fraker had in Hawaii and the businesses they developed.

I respected their accomplishments, but I didn't appreciate their lack of respect for me and others. I believe that from my first meeting with them years earlier at Air Hawaii and then at Hemmeter Aviation, they made it clear that this was their turf and outsiders were not welcomed without their preapproval.

But times were changing,

Even though the Air Service flight school had high marks for its training of new pilots in Honolulu, their aircraft servicing was below standard, and it made it easy for Hemmeter to gain most of the transit business.

At one-point Hemmeter Aviation had 90% of the market share of transient business jets in Hawaii. I was glad that Air Service operated next door... it gave us a place to send those difficult customers. Some would want a low discount price when it wasn't warranted and others just extremely obnoxious. Some left to go next door for cheaper fuel and when the fuel truck pulled up and they did a quick quality control test on the fuel, they taxied backed to Hemmeter and said sorry. Our understanding of the new generation of aircraft that were transiting Hawaii and the crews that were flying them, gave Hemmeter an edge when choosing an FBO.

It was a year or so later, Chris Hemmeter asked if we should buy-out Air Service Hawaii. I told him that I did not believe we should. There are only two FBO's in Hawaii and we hold over 90% market share and buying the other less than 10%, to me doesn't make sense. If we became the only FBO, it wouldn't be long before a larger player from the mainland recognizes the opportunity, and we will be paying more to hold on to 75%.



I remember when the British Airways Concorde came to Hawaii for the first time. Hemmeter Aviation had secured the contract to service the aircraft. It became more than just servicing. Hemmeter Aviation showcased the aircraft with a special evening event by invitation only with another event for the public the following day. We had requested special security measures from the DOT-A to restrict people from walking down the ramp to observe the aircraft up close and personal. Just because you were badged and authorized to be on the ramp shouldn't give you the right to approach during this event. The DOT-A approved the request and sent messages to south ramp tenants accordingly. Hemmeter Aviation got a call from the airport managers office letting us know that they received a call from a tenant, and they were very upset about this directive, and they were badged and authorized and would go anywhere they felt necessary. Hemmeter Aviation had some security personnel to assist with the directive. While working with a special group of visitors, Bob Fishman observed Waterhouse, Fraker and "Blue" walking from their office towards the Concorde. He asked security to go tell them they needed to leave. I told Fishman that I would handle it. Before the arrival of this magnificent aircraft, British Airways sent a senior aircraft engineer to assist with the transient service in Honolulu. I asked the engineer to go out to the aircraft and give those gentlemen standing under the wing, a special tour inside and out. He stated he would be happy to. I observed from the hangar and was not surprised when they turned and walked back to their office. The engineer walked back to the hangar and told me that he was puzzled by their reaction to the special tour.

I knew they would have preferred the security guard rather than the engineer.



In 1990, Century Aviation acquired Hemmeter Aviation. They had very little experience in operating an FBO and it was obvious to many. Bob Fraker stated the biggest boost for his business was Lulu Miyasato and Century Aviation. Air Service Hawaii became a better choice, and their market share grew.

I was asked by Doug Ledet of Circle Rainbow Air to assist him with his new building and business plan for the future. I took on the role of Managing Director and with the assistance of Ann Vasconcellos and others, we developed the new FBO, Circle Rainbow Aviation.



It took a couple years between leaving Hemmeter Aviation and Circle Rainbow being ready to take on transient aircraft. I quickly renewed past relationships with corporate flight departments and market share was on the move.

Once again, Bob Fraker and Air Service Hawaii were not happy. At about this time Air Service Hawaii brought on board Ron Benner. Ron did not have an aviation background but more of a make-it-happen demeanor.

I remember the first time I actually met Ron. I was attending the National Business Aircraft Association (NBAA) annual convention (35,000 attendees) and was talking with John Adle and Tom Perkins of Universal Weather & Aviation. Universal was the leading corporate aircraft handling company providing various services and could dictate to their customers which FBO to use at various airports around the world. I had a good relationship with John Adle, Managing Director and Tom Perkins, manager of UVair fuel programs and we had what was considered an exclusive handling agreement to service their customers. While talking with John and Tom in their convention booth, a gentleman walked up and interrupted our conversation to introduce himself. He stated that he was a new manager at Air Service Hawaii and went on to tell them of all the reasons they were better than Circle Rainbow. John and Tom listened (chuckling inside) for a while until I stopped Ron to introduce myself. He knew the name but not the face. His mouth dropped and I told him that I would leave so he could continue to tell them why they should do business with him rather than me.

*Ron Benner joined with his superiors to make the word **competitor** everything it could be. At times it got nasty, but it was a couple of years later when I found out what nasty was all about. Doug Ledet was indeed the nastiest of them all.*

Honolulu now had 3 FBO'S with Air Service Hawaii and Circle Rainbow Aviation having fairly equal share and Century Aviation having the smallest piece of the pie. Century should have been gone already but Lulu found new money and had local relationships that allowed her to continue.

(Read more about Lulu on subsequent pages)

Ron continued to perform dirty tricks and passed on false information. Doug Ledet of Circle Rainbow actually was impressed with the things he did and then started to try to compete with his own antics. I finally had enough of Ledet and Circle Rainbow and left with Bob Yosaitis to start our own operation.

(Read more about Doug Ledet and Circle Rainbow on subsequent pages)

The new operation started in April 1998. Bradley Pacific Aviation became the 4th FBO in Honolulu. Many told us that there was not room for four FBO's and we agreed. We started the fourth to get back to two.

We believe that Circle Rainbow and Century would be gone in matter of time. It was a tossup of who would be first.

Now it was three FBO'S that were going to try and keep the new guys from even getting started. Bob Fraker would be happy to take the lead.

When Bob Yosaitis and I first started BPA, we had a good business plan but needed an investor that would keep up with the financial requirement of such a start-up.

Bob and I first went to our friends at Universal Weather & Aviation in Houston. They were very interested in being in partnership with BPA. From early morning until the evening, we hashed out particulars of an arrangement that would allow us to move forward. Back and forth all day and we couldn't come up with an agreement. Universal wanted controlling interest without the capital to warrant that control. We left Houston with the idea of continuing our talks. Even though I had a good relationship with Universal, by this time John Adle retired, Tom Perkins moved on to other opportunities and Greg Evans was moving into to the leadership role. Once Doug Ledet became aware of our plans, he departed for Houston to meet with Universal. He offered up a plate of bullshit and was accepted by Universal. They agreed to partner up.

Without Universal, BPA needed to move on with a new investor...enter Dr. Tom & Mi Kosasa. We always felt confident in our direction, and we were prepared for what ever was to come next.

Bob Yosaitis and I developed a business plan, completed a lengthy checklist of required items to conduct business in Hawaii and incorporated in April of 1998.

The checklist was straight forward until you come to the State of Hawaii, Department of Transportation, Airports Division (DOT-A). I had already worked in management positions for various aviation companies in Hawaii for 16 years before this new venture but BPA seems to come under "new rules".

Stanford Miyamoto was the manager of Honolulu International Airport (HNL) and I had worked with him in his previous positions at DOT-A. Stanford approved BPA's initial startup and granted approval to roll in a trailer to begin operations.

Shortly after positioning the trailer, acquiring office equipment and hiring our initial staff we were summoned to meet with the Deputy Director of Transportation. Jerry Matsuda was appointed to his new position of Airports Administrator (Deputy Director of Transportation - Airports) just months earlier. Matsuda orchestrated the meeting to include a number of airport department heads and their staff along with Stanford Miyamoto, Airport Manager..

Bob and I along with Mi Kosasa from BPA waited in the large conference room with about a dozen or more DOT-A staff for Matsuda to arrive. Once he arrived he quickly came to the point of the meeting. The DOT-A has concluded after various meetings that BPA would not be allowed to operate at the airports in Hawaii. He stated that he just completed a meeting with Doug Ledet (Circle Rainbow Aviation), Lulu Miyasato (Century Aviation) and Bob Fraker (Air Service Hawaii) and he concluded that the DOT-A would not allow a fourth company providing the same type of services. He stated that our operations could be detrimental to the existing companies. He further stated that two of the companies were behind in payments to the DOT-A and our entry would make it more difficult for them to collect. He continued to let us know that the trailer approval should have never been allowed based on new rules and we need to remove it immediately

After listening to Matsuda's reasons BPA would not be allowed to operate, I responded first by saying I was surprised that he was making such a bold statement in front of such a large group. The airports in Hawaii all receive Federal funds and with that mandate competition. The State of Hawaii would be in violation of the CFR's and jeopardize receipt of millions of dollars.

Matsuda stated that he would allow us to operate in Honolulu but not on the neighboring islands. When I informed him that we have already secured the United Airlines contract in Lihue, Kauai (first direct flights since Hurricane Iniki -6 years earlier) he came back with... okay, Honolulu and Lihue but not any other location. Needless to say BPA continued to press forward but clearly understood it was not going to be easy.

years later. I had previously developed both of those companies and knew that the current leadership and expertise was not conducive to their success - (a little more a little later - you can't make this stuff up)

BPA was confident in its goals... we understood the laws as written and complied accordingly and our standards were clearly higher than our competition. It was our high standards that made it difficult for DOT-A to find reasons to stop us. The competition was not compliant and that made it difficult for the DOT-A to support them. The customers quickly recognized the new kids on the block for its professional services.

When we started BPA, we stated that we were starting the fourth fixed based operation to get back to two. Circle Rainbow Aviation was the first to drop out and Century Aviation followed a few years later. I had previously developed both of those companies and knew that the current leadership and expertise was not conducive to their success - (a little more a little later - you can't make this stuff up)

The DOT-A continued to make things difficult but as we grew to be the largest refueling operation in the State of Hawaii it would become less of an issue.

Davis Yogi followed Jerry Matsuda as Airport Administrator with Brian Sekiguchi replacing Yogi. Each had their own unique perspective regarding BPA.

The above text was inserted from BPA website page.

Once BPA began operations, we took on more business each day but always with attacks by those that didn't want us doing what we do.

Our first operations trailer had glue in the locks and other dirty tricks, but we kept focus on our goals. I remember we put up a large bullseye in our window facing Circle Rainbow to let them know we would not be intimidated, give it your best shot. When we were told to remove our trailer by the DOT-A, it was then, that we realized that all the tires were slashed.

It didn't take Universal too long to recognize that Doug Ledet was jerking them around. Especially when he declared bankruptcy without telling them. The courts appointed a bankruptcy attorney but left Ledet as "debtor in possession". He orchestrated the sale of his equipment to one buyer at a reduced price and transferred the equipment to Air Service Hawaii at another price with Ledet pocketing some cash without any court approvals. I warned the courts. I told them I had an interest and the cash to make a real fair deal. I originally ordered all the equipment and utterly understood the value. I was told I had to deal with Ledet. Ledet of course didn't talk with me. The creditors got nothing. The court appointed trustee complained to me that he didn't even get paid.

I told him it was his own fault.

So, we are now at 3 FBO's. Circle Rainbow has gone not that slowly into the night. Century Aviation is hanging on but still around and Air Service Hawaii has been given a new opportunity. Earlier, Universal wanted to join with BPA, then it was Circle Rainbow and now they want to be in Honolulu more than ever. Bob Fraker goes to Houston and comes back with a new agreement. Universal will buy Air Service Hawaii and keep Bob Fraker and Ron Benner on for a period before they bring in Rob Morris from Houston/Mexico.

Sept. 20, 2001 -- After declaring that Hawaii's economy was facing an unprecedented crisis, Gov. Ben Cayetano Wednesday ordered that airport landing fees be immediately dropped in order to aid the struggling airlines that are vital to the state's tourist industry. The FBO's immediately ensured that their customers would be included in the waiver of landing fees. The FBO's were responsible to collect the fees from its customers and then pay the state on a monthly basis. At Bradley Pacific Aviation, we informed our customers that landing fees would not be charged until further notice. Landing fees were based on the maximum landing weight of each aircraft which was approximately \$300 per landing. Air Service Hawaii did not inform their customers that the fees were waived and continued to collect. In February 2002, I was giving a presentation on the mainland at the National Business Aviation Association's International Operators Conference to about six hundred pilots and aviation managers regarding operations at Hawaii airports. I informed the group that beginning this month the State of Hawaii would reinstate landing fees. Please check with your preferred FBO to ensure that you did not pay for landing in Hawaii between Sept. 2001 and February 2002. Bob Fraker was in attendance and I could see him as I spoke those words and he was not happy.

He had a number of interested pilots talk with him after the presentation.



Century Aviation is finally coming to an end. It was surprising that Lulu would continue to find individuals that wanted to give her money to keep it going. She had lost millions from each of the investors over the 15 years she operated.

The creditors were piling up and there was nowhere to go except bankruptcy.

When the bankruptcy trustee was appointed, he called me to ask if I knew anything about a company called Century Aviation. I knew Richard Emery for over ten years from our membership in Rotary.

After much discussion he recognized that Century could not continue under the present management and the creditors would receive the best return if it was sold as a running entity. Even though the final auction/sale would be in court and the judge looking for the highest price.

BPA worked on several items to ensure the value of Century was maintained, which included the court trustee authorizing me to have oversight of Century's business.

At this point, Century Aviation was fueling only one airline, American Trans Air (ATA) and based on the cost to fuel this airline and the revenue received, they lost money each time they went to the aircraft. Bradley Pacific Aviation took on ATA to immediately reduce Century's cost.



There was only 2 years left on the property lease for the Honolulu FBO facility, so we negotiated with the state to extend the lease for 10 years. This move increased the value which we told the DOT-A would allow for a higher return in court and they would recoup the money owed to them by Century.

Universal was very interested in being the successful bidder in court and tried to interfere were possible. Lulu of Century and I had a long history of aversion, and it was clear that if she was to lose her business it wouldn't be to me. Universal had their representative from Houston meet with her at Century behind closed doors, while I continued to run what little business they had left. I would have preferred they meet somewhere else but I know it was primarily to aggravate me, so I just let it roll.

Another player came into view... Castle & Cooke Aviation. When Bob and I heard they were interested, we asked to meet with them to discuss their specific interest. To us, this property didn't make sense for them, but we also knew they had deeper pockets than the rest of the field and certainly preferred that they were not bidding. Bob and I flew to LA and met with Craig Walker and Steve Friedman. We reviewed various aspects of Century Aviation and Castle & Cooke Aviation.

We knew Dave Murdock's new Global Express would not fit in Century's hangar and suggested they look at the Circle Rainbow building that could be available to the right group. Bob also came up with ways to save them money on their Van Nuys operations. A good meeting, a renewed relationship, and an agreement that they would not be at the courthouse.

The day came to appear in court. I was on business on the mainland and Bob Yosaitis was to be at the courthouse. We were in touch by phone as the judge said let the games begin. Lulu Miyasato was there with a new money guy to try once more. Universal was quite prepared to go the distance. BPA had already set the opening bid some weeks before at \$1.4 million. It went back and forth with Century's new friend leaving at \$1.8 and we moved on towards \$2.0 million. It was higher than any of us wanted to go but we needed to try and complete this process. It seemed that Universal's representative had authorization to go to \$1.9 but not beyond. When BPA raised it to \$2.0 million, Universal asked for a recess to contact Houston for authorization to increase their bid. The judge allowed a 5-minute recess. The only person in Houston that could authorize the increase was not immediately available and the time elapsed and BPA was awarded Century Aviation. After the time elapsed, Houston came back with a much higher number but it was too late. Universal made a formal complaint that they should have been allowed more time to bring in a higher number. The court's decision was final.

There is now 2 FBO's with Castle & Cooke on the horizon.

The number of private/corporate aircraft flying the skies continue to grow at a rapid pace which was good news for everyone. The manufacturers had a wait list for new aircraft, more used aircraft are on the market and all the support companies were growing and the FBO's are doing well. This positive climate had mainland companies show an interest in Hawaii FBO's.

Trajen was a company that built a portfolio of FBO's on the mainland. Their group combined 23 FBO's and then sold them to Atlantic Aviation in July of 2006. With that success, the Trajen's principles regrouped to develop another portfolio under the name of Encore. Within a year, Encore developed 7 FBO's. They were hoping to include Bradley Pacific Aviation, but they were competing with Ross Aviation for the acquisition. Ross Aviation was another group that had a portfolio of FBO's. These groups primarily make their money when they sell to a bigger group. Ross Aviation closed on their purchase of BPA in May 2008. I stayed on to manage the operations, but it was clear that we were not the right fit and I departed in November 2008.

Castle & Cooke Aviation began its initial operations early 2008. Unlike Bradley Pacific Aviation and Air Service Hawaii, who operate at all major airports in Hawaii, Castle & Cooke Aviation is only in Honolulu. C&C operations in Van Nuys, CA does give them an opportunity to service their home-based tenants when they visit

Honolulu. When I first left BPA/Ross, C&C's Steve Friedman & Craig Walker asked if I would assist with their new operation but not only did I have a one-year noncompete but they already had Tony Marlow, an experience aviation professional that continues to guide their business.



Within a couple of weeks of leaving BPA/Ross, I started Oke`e Aviation Services, LLC. which was an aviation consulting business. In 2010, Teimour Riahi of Transair asked if I would assist him in developing an FBO. My first reaction was, it was not doable. My second reaction was, that it was not doable, but Teimour really wanted to do it. When BPA first started the 4th FBO, we knew two would go away. I made it clear that starting the fourth would keep him fourth for quite a while. He wanted to proceed. As a client of Oke`e, I proceeded to do what I had done before. Once again, I brought Ann Vasconcellos in to assist. We worked hard to develop Transair Center but knew in our hearts that this was never going to work. I knew that if Transair Center was going to work we needed to be better than our competition and with Teimour's business style, that would never happen. Our target opening was November 2011 to coincide with the APEC meetings. We opened, serviced one aircraft, and closed. Back to 3 FBO's



Jeff Ross of Ross Aviation was hoping to flip BPA in a couple of years, but the economy extended that date. In 2014, Ross Aviation was sold to Landmark Aviation. Ross Aviation maintained certain FBO's in the sale and proceeded to build another portfolio.

With Bradley Pacific Aviation/ Ross Aviation now under the Landmark Aviation group, changes were coming about quickly. Mi Kosasa who had been a part of BPA since the beginning was released along with a few others. Shane Tarter, who operated one of Ross Aviation's FBO's in Alaska and came to Hawaii to replace me, became somewhat disenchanted with Landmark. Shane left to join Mi and her husband, Dr. Tom to form a new group, Keystone Holdings, LLC. In 2015, Keystone Holdings, LLC purchases Air Service Hawaii from Universal Weather & Aviation.

Air Service Hawaii continued their focus on transient private/corporate jets with the development of additional facilities in Honolulu, Kona, and Lihue.

In 2016, Signature Flight Support parent company BBA Aviation completed its acquisition of rival FBO chain Landmark Aviation.

Back in 1998, when Bradley Pacific Aviation first started, we not only entered the servicing of private/corporate jets but began fueling the airlines. We started in Lihue, fueling United Airlines. We came back to Honolulu to fuel American Airlines.

BPA took that contract away from Signature Flight Support. Butler Aviation originally had the fueling contract. Butler merged with Page AvJet in 1992 and became Signature Flight Support. BPA then took Delta from Signature which was enough for them to decide to close the doors on Hawaii. They left within 60 days.

BPA took on several of their employees and started fueling their last contract, Northwest Airlines.

So, it was interesting to see 18 years later, Signature Flight Support returns to take back what Bradley Pacific Aviation turned into the #1 airline fueling operation in Hawaii. Signature also took on the management of the Honolulu Fueling Facilities Corporation (HFFC) which includes the fuel storage and pipeline at the airport and Sand Island.

In 2022, Ross Aviation is back! This time to purchase Air Service Hawaii. They added the Hawaii locations to their FBO portfolio to flip to a larger organization once again. This time it was Atlantic Aviation. This time it was with a merger, and it happen within days of closing on ASH. The merger will operate under the Atlantic Aviation name but keeping the Air Service Hawaii name for now.

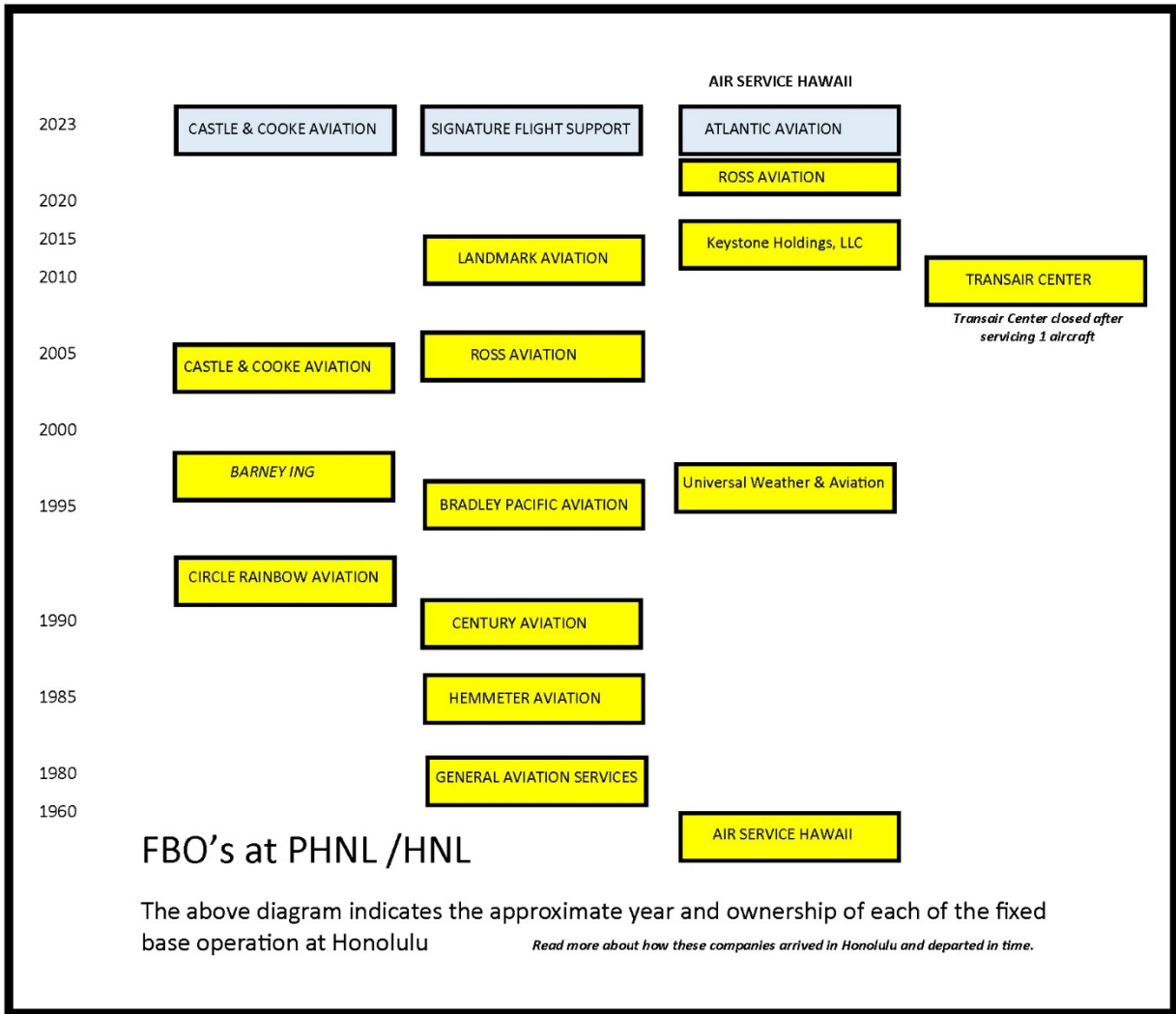
HONOLULU, HI (HNL)

Currently operating as Air Service Hawaii, we are proud to be part of Atlantic Aviation's expanding network of 100+ FBOs. After fully transitioning to Atlantic Aviation, you'll be able to enjoy Atlantic Awards and more!

So once again, 3 FBO's. I do not see much change for the future. The largest players are now present. Market share is doable. Castle & Cooke Aviation's future will depend on its parent company's position in the coming years.

So, from those earlier days were the FBO's were owned and operated by local folks to today where they are large corporation from the mainland and beyond.

***Wally Waterhouse didn't like the changes I brought over forty years ago...
I wonder what his thoughts would be today.***



Kalaeloa Airport also saw changes. Reggie Perry, long time local resident started Barber's Point Aviation. He serviced aircraft for a number of years until a new mainland investor "Million Air" arrived. Read more at <https://www.antillesairboats.com/kalaeloa-airport>