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WHO WE ARE 2020

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Ridgecrest is a city closely tied to its base.

Ridgecrest is a city closely tied to the fortunes of Naval Air Weapons Station China Lake, for better or for worse. The base, after all, is the reason the town grew from a small collection of farmhouses. And despite attempts to diversify, the city is still very much in service to the base, which is in service to the nation.

Ridgecrest has also established itself as a place known for many other things – centrally located in the Mojave Desert, it's within a moderate car drive to everywhere. Two-and-half hours on Highway 14 takes people to...
The city is home to the main campus of Cerro Coso Community College, the Desert Empire Fairgrounds and several amenities, including 19 hotels and lodging businesses and two museums. Ridgecrest has also earned its reputation as the Gateway to Death Valley: it serves as a hub of tourism to the massive desert that draws nearly a million visitors annually from all corners of the globe. It’s the last place from the south entrance of Death Valley to conduct last-minute serious supply shopping and one of the last places to buy gas (Trona being the next town up) before taking on Death Valley.

Recreationally, Ridgecrest offers plenty of activities for all age groups. The City of Ridgecrest Parks and Recreation Department offers several year-round youth-oriented programs in the spring, summer and fall. The activities range from youth sports like flag football, basketball to adult co-ed sports teams. In the summer, activities are expanded to several day camps or sponsored classes like healthy culinary, chess camp or science-based learning. The city’s Kerr McGee Center acts as a central hub for several activities and hosts a gymnasium, two racquetball courts, aerobics room, showers, lockers, preschool, banquet rooms, meeting rooms and a kitchen. The center serves as a host several community event fundraisers and school sports throughout the year.

The city boasts several parks, including the Kern County-controlled Leroy Jackson Park and Petroglyph Park on East Las Flores Avenue, and the city-controlled Freedom, James M. Pearson Memorial, and Upjohn parks.

The city also owns Kerr McGee Youth Sports Complex (home to a football and five baseball fields) on South Downs Street and the Leroy Jackson Sports Complex (two lighted softball fields, six tennis courts and three lighted soccer fields) on East French Street.

Some recreational opportunities have been lost, however. The city was forced to close Sgt. John Pinney Memorial Pool after a lawsuit that included stipulations to update the facility to be compliant with the Americans with Disabilities Act, depriving the community of the only public swimming pool.

Sierra Lanes Bowling closed in August 2019 after 32 years after sustaining significant damage from the July 4 and 5 Ridgecrest earthquakes, leaving the only operational bowling facility to be located aboard China Lake.

But the city did gain a recreational opportunity in 2019 with the opening of a splash pad at Freedom Park next to the Kerr McGee Center.

The Ridgecrest economy has always been tied to the Navy’s presence at China Lake since its establishment in 1943 when visionaries seized upon the opportunity to secure more than a million acres of public land for future testing and evaluation. The Navy and Department of Defense are the largest employers in the Indian Wells Valley, with more than 4,000 civilians, about 600 active duty military service members and any family they might bring, and 1,700 contractors spread out among more than 20 tenant commands. The city’s economy has waxed and waned certainly with changes in federal government spending. Hundreds of Navy billets, or positions, shifted away from China Lake during the rounds of Base and Realignment Closures in the 1990s. With that shift went the hundreds of families.

In a 2005 round of Base Realignment and Closures, China Lake managed to gain millions in infrastructure improvements and missions. The federal furloughs that occurred in the summer of 2013 hit some portions of the Navy and other federal agencies, sending “non-essential” employees home without pay while Congress and the White House attempted a compromise. The last four years have seen periodic growth at China Lake as they pursued new hirings, both to help with growth and replace a retiring workforce of engineers and scientists.

The federal government has committed anew to the mission at China Lake, authorizing billions of dollars for earthquake repairs, which are expected to bring 1,500 workers in at the peak of construction. This shows that China Lake is here to stay for decades to come.

State-level changes have also provided both boon and bane for the city’s economy. Then-Gov. Jerry Brown’s dissolution of redevelopment agencies in FY 2011-12 placed a strain on the budget, causing Ridgecrest to lose an economic workhorse that helped finance or fund many projects.
But the city’s business sector has also grown in the last few years as the nation as a whole clawed itself out of a national recession that started in 2008.

Some of the larger businesses have closed, in part due corporate decisions. Kmart shuttered its doors after decades in the community in 2018, leaving behind a large empty building on North China Lake Boulevard. Staples closed its doors as the chain sought to reduce its physical footprint to better compete with internet giants like Amazon.

Sears closed its doors after the 2019 earthquakes, and several businesses, including Casey’s Steaks and BBQ, have closed permanently due to a loss of income from the COVID-19 pandemic.

But there have been some successes, as well. Though Sears closed, Grocery Outlet moved into that building.

Marshalls, Jo-Ann Fabrics and Famous Footwear moved into the building that once housed retail giant Mervyn’s, Walmart completed its new supercenter at Bowman Road and South China Lake Boulevard after a decade of planning while Tractor Supply Company carved out a presence for itself in a portion of the old Walmart location. Harbor Freight, a tool company, established a presence when it opened up in the old Lindsay’s Furniture storefront on North China Lake Boulevard. Plans are in the wings to establish a new 17-acre shopping complex at Rader Avenue and South China Lake Boulevard, labeled “Oak Park at China Lake,” including a 10-screen movie theater cinema in its first stage. However, the project’s owners have a 10-year development agreement with the city for the second phase.

There is also a new Holiday Inn Express under construction on North China Lake Boulevard to help meet the demand for hotel rooms for base contractors.

The city has also long sought to try to diversify its economy to include more than China Lake as its only major economic source. Over the decades, it has tried to entice new companies or support new ventures. A few have met with overwhelming opposition over the decades, including the public’s rejection of a prison. The city sought to capitalize on the rapidly expanding commercial drone industry by investing in a home-grown company called Monarch, Inc., the successor to the California Unmanned Aircraft Systems initiative based at Inyokern Airport.

The latest test to diversifying the economy involves a proposed casino owned by Death Valley’s Timbisha Shoshone Tribe, which would be established on a piece of property near Naval Air Weapons Station China Lake’s main gate.

The casino initially entered escrow to purchase the land and initiated a municipal services agreement, approved by the Ridgecrest City Council in June 2016. However, following the 2018 elections, the casino project was in limbo, with threats of potential litigation by several parties against the city for breach of contract.

The escrow appeared to fall through after a deadline for a crucial approval by the U.S. Bureau of Indian Affairs came and went. But it was later learned that the approval was granted in time to meet the deadline but then sat on a desk in Washington, D.C. The city council ultimately agreed to follow through with the escrow, avoiding a potentially expensive lawsuit, and the project is now working its way through other regulatory hurdles.
Within a year of the July 2019 earthquakes in Ridgecrest, billions of dollars had been approved for repairs at Naval Air Weapons Station China Lake. This shows just how important the facility is for the United States Navy, as such funding requests would typically take years. The 1.1 million acres of space and large amount of restricted airspace, and the benefits those bring, can’t be replicated at any other U.S. military installation.

The importance was proven when a 6.4 earthquake shook the region on July 4, 2019, and a 7.1 quake struck the next day. The shutdown put a crimp on the testing done on the ranges, but it couldn’t go anywhere else.

So with China Lake’s earthquake recovery as a top priority, NAVFAC San Diego has already awarded contracts for the main magazines and the air-

The U.S. Navy Flight Demonstration Squadron, The Blue Angels, fly over the NAWS China Lake Air Show.

U.S. NAVY PHOTO BY PETTY OFFICER 2ND CLASS IAN COTTER/RELEASED
Keep in mind that these are not going to be just projects that are going to be built. These are projects that are necessary for our national defense,” Capt. Michael Oestericher, Commander NAVFAC Southwest, said at a “Meet the Buyers” industry day held in Ridgecrest in February 2020. “That earthquake damaged some of the most critical facilities that we have in the entire Navy.”

There will be a total of 18 projects funded by $2.3 billion earmarked in the federal fiscal year 2020 appropriations bill. More is expected in upcoming budgets. The construction will not only ensure that NAWS China Lake and its primary tenant command, Naval Air Warfare Center Weapons Division, are able to continue to meet the Navy's needs for decades to come – it will also be a boon to Ridgecrest’s economy over the next few years, as there are expected to be 1,500 workers who will need to eat at Ridgecrest’s restaurants and shop at Ridgecrest’s stores.

So what is NAWCWD? The Weapons Division exists to research, develop, test, evaluate and acquire weapons systems and disruptive capabilities for our nation's warfighters. In short, NAWCWD makes sure the U.S. military forces are more lethal, less vulnerable, and have an unfair advantage in conflicts around the world.

During World War II, the California Institute of Technology (testing and evaluating rockets) and the Navy (testing aviation ordnance) joined forces, with their leaders, Dr. Charles C. Lauritsen and Cmdr. Sherman E. Burroughs. They settled on a desert location about 150 miles northeast of Los Angeles.

What was then called Naval Ordnance Test Station was formally established in November 1943, and over the years, the installation has hosted development work of some of the most significant weapons advancements of the last 77 years.

**Weapons technology**

In the 1940s, scientists here developed and tested multiple rockets, including the 3.5-inch, 5-inch, and “Tiny Tim,” an 11.75-inch rocket prototyped using oil field piping. The bunker-busting Tiny Tim was the first large aircraft rocket used by the U.S. military.

The 1950s brought the AIM-9 “Sidewinder” into play, which became one of the most used air-to-air guided missiles in the fleet. Sidewinder, an idea hatched in the mid-1940s, received official funding in 1951 and became an official program in 1952. It is still in inter-national use today.

Other developments came to fruition much faster. In July 1950, China Lake personnel developed an improved version of the High Velocity Aircraft Rocket for use against Soviet tanks in use during the Korean War. In less than 30 days, they delivered the Anti-Tank Aircraft Rocket, commonly known as RAM. Its first combat use came in mid-August of that year.

So many more specialty weapons systems would follow. The Shrike missile, an anti-radar weapon, was designed to zero in on hostile aircraft radar systems during the Vietnam War. Anti-radiation missiles like the HARM or AARGM would follow, as well as aircraft avionics and software test and development, human survivability testing, and target development.

The first AV-8B Harrier flight using biofuel blends and the first F-35 Lightning II live fire tests launched from China Lake.

The demand for NAWCWD technology and expertise grows every year, with FY18 yielding $1.8 billion in new orders.

**Facilities**

It takes a lot of specialized infrastructure to support the technological innovation NAWCWD is known for. Over the years, the command has evolved and expanded, adding one-of-a-kind laboratories and test facilities, extensive instrumented range complexes, and expertise in such wide-ranging fields as radar technology, virtual reality, and rocket propulsion. A few examples follow:

- NAWCWD China Lake Land Ranges include more than 1.1 million acres of controlled space, allowing air and ground testing of the latest weapons and electronic warfare systems in the U.S. military’s inventory.
- The China Lake Propulsion Laboratories represent the most comprehensive center for RDT&E for energetics for rockets, guided missiles, and free-fall weapons. Comprising more than 100 specialized labs, the CLPL allows everything from concept development to prototyping and testing of explosives and propellants.
- The Weapons Survivability Laboratory is another critical testing asset, encompassing five major test sites that together comprise the military's largest live fire test and evaluation facility. The facility includes High-Velocity Airflow Systems and the Missile Engagement Threat Simulator, which test the survivability of aircraft in threat-representative environments, increasing aircraft survivability and keeping our nation's aviators safe.
- In addition to such live testing facilities as the CLPL, NAWCWD also has advanced simulation facilities like the Integrated Battlespace Arena. IBAR connects multiple Navy laboratories across the United States, able to simulate scenarios with a wide variety of complexity and detail. The high degree of fidelity and flexibility allows some testing windows to be reduced from years to months while reducing costs associated with live testing.

People

It's not the ranges and facilities, however, that make NAWCWD an RDT&E powerhouse - it's the people and the relationships they've forged. Since 1943, China Lake has operated as a military-civilian partnership focused on warfighter-centered RDT&E. Military experience melds with civilian science and engineering expertise to create a team that is warfighter-focused and able to take on complex, long-term problems as well as develop rapid, agile solutions to immediate military needs.

That Sidewinder guided missile? Conceived and developed by Dr. William B. McLean, a civilian physicist who would go on to become the technical director at NOTS. The RAM? That was another team of civilian scientists.

Today, Dr. Ben Harvey and his NAWCWD team are collaborating with the Office of Naval Research to develop a method for turning seawater into jet fuel. The

U.S. NAVY PHOTO BY MASS COMMUNICATION SPECIALIST 1ST CLASS ARTHUR GWAIN L. MARQUEZ
California state Sen. Shannon Grove, left, and Capt. Paul Dale, commander of Naval Air Weapons Station China Lake, observe damaged base facilities after a 7.1 magnitude earthquake and aftershocks that centered near the base and the city of Ridgecrest, California, July 5 and a 6.4 magnitude earthquake July 4, 2019.

Strategic Capabilities Office reached out to NAWCWD experts when they wanted to develop and test Perdix micro-drone swarm technology.

When you ask what NAWCWD is, you're really asking about the people behind the work. NAWCWD is a partnership of more than 6,000 individuals, men and women, civilian and military members. They are a community dedicated to advancing knowledge and technology in support of the warfighter, so that every Soldier, Sailor, Airman and Marine who raises their hand to serve has the advantage in today's ever-changing global environment.
Ridgecrest Chamber: Building community while strengthening the economy since 1946

The Chamber is an alliance of business leaders which are the voice of advocacy, providing benefits and services to its members, while creating a strong local economy and promoting the community since 1946.

With over 250 members, the Ridgecrest Chamber of Commerce includes businesses of various sizes, non-profits and individuals who share their vision – To build community and strengthen the local economy.

The Ridgecrest Chamber of Commerce was incorporated on Oct. 9, 1946, and began functioning as the governing body for Ridgecrest, a role the Chamber performed as the community experienced years of rapid growth to keep pace with growth of the Naval Ordnance Test Station at China Lake. During those early years, the Chamber created and disseminated information about the Indian Wells Valley, studied living costs in the community, established the Desert Empire Fair, established a relationship with the China Lake Community Council, and helped bring such amenities as natural gas and street lights to the community. With Chamber assistance, the Desert Empire Fair became a separate entity in 1965.

With the First Annual Congress for Community Progress in 1966, the Chamber began a tradition of hosting events that gave community members an opportunity to learn about community progress and share ideas for the future. This tradition has continued with the annual Economic Outlook Conference.

Over the years, the Chamber has initiated and maintained numerous business promotions and community events, such as ribbon-cuttings, after-hours mixers, Wine Walk events, the very popular Ridgecrest Star Follies, the Small Business Expo, and many other enjoyable events designed to foster the strength of our business community through enhanced communication. The Chamber has also arranged and sponsored numerous workshops to educate the business community on such topics as labor law, marketing, and customer service. The founding of the Ridgecrest Nexus Foundation by the Chamber in 1991 supports the development of cultural and educational projects in the community.

Over the years the Chamber has taken a proactive role to strengthen the community’s economy through the support of the Local Economic Development Corporation beginning in 1981. The LEDC was later used as structure for IWV 2000 in 1994, then the IWV EDC in 2011, now the China Lake Alliance. Relocation and visitors information plus demographics are provided to individuals and businesses interested in relocating to the Indian Wells Valley.

To fulfill our vision, the Chamber regularly provides unique community building activities, events and com-
mittees. Here is a brief description of some of the impactful opportunities the Chamber provides.

The Ambassadors: As volunteers, the Ridgecrest Chamber Ambassadors serve as the welcome committee for new members, help with membership campaigns and act as public relations liaisons related to networking and social events sponsored by the Chamber.

Leadership Ridgecrest: As a 9-month program, Leadership Ridgecrest is designed to equip emerging leaders in the Ridgecrest area with the background, networking contacts and mentors to take our community into the future. Students participate in a classroom setting with field trips to an array of the vital agencies and companies in our community.

Young Professionals: The Ridgecrest Young Professionals provide the next generation of Ridgecrest professionals with lasting connections and new opportunities. The Young Professionals are engaged in networking opportunities where they can step outside their comfort zones, meet new people and serve the community.

Members Luncheon: A dynamic and informative 60-minute lunch program specifically geared to the Ridgecrest business community. Held on the second Tuesday of each month from 12-1 p.m., guest speakers focus on a wide variety of community and business topics. Preregistration is highly recommended.

Business After Hours: A monthly showcase of a member business to the rest of the Chamber membership. Held on the third Thursday of each month from 5:30-7 p.m. No RSVP or preregistration is required, just show up and connect with other business people.

Coffee Club: A monthly mixer for those who are ready early in the morning. Coffee Club is a casual opportunity to network with others and is held on the first Thursday of each month from 7:30-9 a.m. at the Chamber office.

IWV Economic Outlook Conference: This annual conference includes guest speakers on topics related to the economy in Ridgecrest and the surrounding area. Held at Kerr McGee Community Center, the Economic Outlook Conference is a highly anticipated event each year.

Star Follies: This annual lip-sync musical show features local business people and Ridgecrest celebrities. The Follies are a must-see show you don’t want to miss!

Join the Ridgecrest Chamber of Commerce and “Build Community while Strengthening the Economy.”
Inyokern Airport has an 85-year history

Inyokern Airport started in 1935 when commercial airliners wanted to begin trans-Sierra flights. The Civilian Air Administration required that an emergency landing strip be built near the tiny desert village of Inyokern in the name of passenger safety. So the Works Progress Administration bought some land and paved a runway, and the airport was dedicated in late 1935. From that humble beginning, the

The terminal is seen at Inyokern Airport.
airport grew up to play roles in World War II, host a long-running drag strip, and appear in numerous television commercials.

The military portion of Inyokern Airport’s history began with the start of World War II, when the Army Air Corps began to use Inyokern as an auxiliary field to Muroc Bombing Range Air Base (now known as Edwards Air Force Base). The Army did do a few exercises there, but the Navy, searching for a test range for missiles, saw the China Lake area as the perfect location. Inyokern, temporarily named Harvey Field, served as a site for flight test programs until the permanent facilities at Naval Ordnance Test Station, including Armitage Field, were completed.

After the war, the Quonset huts were moved or demolished, and the airport was returned to Kern County’s control in 1952.

Commercial airline service started at the airport as early as the mid-1950s, starting with Southwest Airways flying a DC-3 twice a day to Burbank. After 1974, commercial service became a series of starts and stops, most recently with Boutique Air offering flights to Los Angeles for about 2½ months in late 2017.

Meanwhile, one long-running feature was the Inyokern Airport Dragstrip, which opened in 1954 and was the second oldest continually operating dragstrip in the United States until it had to close in 2005 due to new Federal Aviation Administration regulations.

More recently, the airport has been a prime location for filming, particularly for car commercials. Lexus, Saab, Volkswagen, Volvo, Cadillac, Nissan, Mazda, Toyota, Ford and Chevrolet are among the companies to have filmed advertising spots.

Inyokern Airport covers an area of 1,640 acres at an elevation of 2,457 feet. Runway 15/33 is 7,100 by 75 feet, Runway 2/20 is 6,275 by 75 feet, and Runway 10/28 is 4,150 by 75 feet.

In 2010, the airport had 28,573 aircraft operations, an average of 78 per day: 80% general aviation, 10% military, 6% air taxi, and 5% scheduled commercial. At that time there were 117 aircraft based at this airport: 84% single-engine, 9% multi-engine, 5% glider, and 3% ultralight.
The year 2020 has been big for the Indian Wells Valley Groundwater Authority, as it met a January deadline to submit a groundwater sustainability plan to the state, and then passed a controversial replenishment fee in August.

The state-regulated entity comprises five general voting members — Kern County, the city of Ridgecrest and Indian Wells Valley, Inyo and San Bernardino counties. The U.S. Navy and Bureau of Land Management also have seats on the board of directors as non-voting associate members.

The IWVGA also has input from stakeholders in the valley — whether it's small and large agricultural interests, homeowners, resource conversation or domestic well owners — in the form of two advisory committees. The technical advisory committee tackles the more technical details of the draft sustainability plan and groundwater modeling scenarios generated by the groundwater authority's water resources manager, Stetson Engineers. The policy advisory committee tackles how the plan will be implemented.

The purpose of the groundwater sustainability plan is to create a viable way to ensure the basin meets a sustainable goal by 2040 and continue them over a 50-year period. In order to do that, the basin must decrease the amount of water it pumps from the current estimated 28,000 acre-feet a year. The recharge rate of the basin is estimated at 7,650 acre-feet a year, with most of the water coming from the local mountain watersheds.

The IWVGA passed the plan on Jan. 16, allowing it to meet the state deadline of Jan. 31 to submit it for review. It will be in effect during the state's review process.

According to the draft intro for the sustainability plan, “In general, the IWVGA sustainability goal is to manage the IWVGB within its sustainable yield such that undesirable results do not occur over the planning and implementation horizon (the 50-year time period over which the IWVGA determines that plans and measures will be implemented to ensure the basin is operated within its sustainable yield).”

This will ultimately include the use of imported water from outside the basin, as well as the possibility of treated brackish water from inside the basin, as well as recycled water. The IWVGA has contracted with Capital Core Group to assess the state's water market and evaluate the best measures.

Different modeling scenarios have projected different outcomes.

The most current modeling scenario includes assigning a “block” of water to non-domestic groups like agriculture and Searles Valley Minerals. Water from that block would be divided up — and once they run through that amount, they will have to stop pumping or find alternative sources of water.

Agricultural interests and Searles Valley Minerals take the modeling scenarios seriously and have been vocal about it. Attorneys for both Searles Valley Minerals and Meadowbrook Dairy, one of the valley's largest agricultural operations, have sent letters to the IWVGA objecting to “a block” of water.

Searles Valley Minerals noted that it has rights to water in the basin that predate and supersede the Navy’s rights before the establishment of China Lake in 1943. It has also noted that without a continued source of water, it will go out of business. On top of that, SVM acts as the main water supplier to Searles Valley Domestic Water Company, Trona’s water utility. Meadowbrook has asked for a permanent annual allocation, noting its own presence in the valley contributes to the economy, as do other agricultural enterprises.

The law governing the IWVGA’s management of
the basin is the Groundwater Sustainability Act of 2014, signed into law by then-Gov. Jerry Brown as a signature act at the height of a years-long drought. One of the criteria for SGMA was to bring all critically overdrafted basins into a sustainable management system and prevent future crises, especially for communities whose sole source of water comes from the ground.

The options were straightforward: Have local groundwater sustainability agencies do it, or have the state come in with what would be promised to be more draconian measures in terms of how to administer fees, fines and regulations. Now in its fifth year, the groundwater authority faces a tight timeline as it develops modeling scenarios to chart how potential strategies would impact the basin in the long term. While not an actual plan, the most useful data will play a part in the final development.

As part of the plan’s development, the IWVGA has already instituted a mandatory well registration on all wells. The first version was adopted in the summer of 2018 on large pumpers, such as farms, the Indian Wells Valley Water District and Searles Valley Minerals in Trona, which pumps water from wells it owns in the IWV.

Those large owners were also assessed a monthly fee of $30 per acre-foot pumped to help bridge a $930,000 budget shortfall in the development of the sustainability plan.

The second version of the mandatory well registration ordinance was adopted in August 2019, applying to all wells in the basin. However, de minimis users (well owners who pump two acre-feet or less a year for domestic purposes only) don’t pay. That will likely change as the sustainability plan is adopted and submitted to DWR for approval. In the interim, the plan will be in effect, allowing the IWVGA to implement fees and assessments to pay for the administration of the basin.

One such fee, passed in August to great controversy in the community, is the replenishment fee. It would add a cost of more than $2,000 per acre-foot for large non-agricultural pumpers, particularly the Indian Wells Valley Water District and Searles Valley Minerals, to raise some $50 million to buy water rights.

A protest ballot was sent to property owners within the IWVGA’s area, set so that anyone protesting the fee would send it in, and those not opposing the fee could simply do nothing. About 5,000 protest ballots were received, but about 9,900 were needed to surpass the 50% threshold.

Searles Valley Minerals also launched a “Save Searles” campaign, claiming that the fee would add $6 million a year to its water costs, an increase of 7,000% over its fee load two years ago, and could cause the business to close.

But ultimately, the IWVGA board voted 4-1 to pass the fee, noting that the board was in negotiations with Searles to reach a settlement on its pumping costs.

Imported water will be a major factor in the basin’s management over the next few decades. However, cost and the source of that water is still uncertain. Further, one point of contention of those opposed to the replenishment fee is that the $50 million is only to secure water rights, and does not cover the cost to get that water here.

The two most likely solutions will be expensive—and likely controversial in their own right. One option is an estimated $55 million project to take advantage of the Los Angeles Department of Water and Power’s iconic LA Aqueduct, which transports water from the Owens Valley to the nation’s second-largest city. While it is the logical decision given its proximity to the Indian Wells Valley, it could also spark controversy with Inyo County and Owens Valley residents, many of whom had long harbored a grudge against LA for allegedly stealing water and creating an environmental nightmare in the Owens Dry Lake, which LADWP must help mitigate as part of settlement.

John Vallejo, Inyo County’s representative on the IWVGA board, has warned about this in the past. “LADWP already imports a significant amount of water as it is and to expect LA would enter into the first place wishful thinking,” Vallejo said at an August 2019 board meeting. “To think that the com-
Introduction

In 1978 the Women’s Center-High Desert, Inc. (WCHD) was started as a referral agency and organizer of "rap sessions" to help deal with women’s issues. The work done by a handful of dedicated volunteers in the seventies evolve into an agency of staff and volunteers that assist women, men, LBGQT+ and their families.

What we provide

- Women’s Center High Desert Inc. provides non-judgmental support to men, women, and children who are victims and or survivors of domestic violence, family violence, sexual assault, and human trafficking.

Services Include:
- 35 day emergency shelter/transitional housing.
- Assistance with typing domestic/family violence restraining order and sexual assault civil harassment restraining orders.
- Counseling for individuals age five and up.
- Community Education
- Men’s groups
- Sexual Assault Response Team (SART) assisting victims and survivors of sexual assault and sexual abuse.
- We provide 24/7 confidential crisis intervention, referrals, resources, and information

Where we serve

We are a nonprofit organization providing a network of services relating to domestic violence, sexual assault, human trafficking, and child abuse for Eastern Kern County and surrounding areas. Today, WCHD has one main office in Ridgecrest and outreach offices in Lake Isabella, Tehachapi, and Mojave.

There is approximately 2,600 square miles in East Kern County, where we are making a difference in the lives of those we serve.

How to contact us

All services are FREE and CONFIDENTIAL.
Se Habla Espanol
Main Office: (760) 371-1969
24 Hour Hotlines
Domestic Violence..................760-375-7525
Sexual Assault .....................760-375-0745

Locations
Ridgecrest: (760) 371-1969
134 S. China Lake Blvd, Ridgecrest, CA 93555
Lake Isabella: (760) 223-2777
6404 Lake Isabella Blvd, Lake Isabella, CA 93240
Tehachapi: (661) 917-8116
20241 Valley Blvd, Suite D, Tehachapi, Ca 93561
Mojave: (661) 917-8116
15664"K" Street Suite 4, Mojave, Ca 93501

Please follow us online and on social media
Women's Center High Desert Inc.
Womenscenterhighdesert.org
Womenscenterhighdesert
Communities of Inyo County would be interested in allowing that to happen would also be wishful thinking ... I think we would be doing our constituents a disservice if we solely focused on water involving LADWP and the water they take from Owens Valley.

The other option: a $177 million project to hook up to the Antelope Valley East Kern Water Agency (AVEK) pipeline in California City.

Beyond the princely sum, the groundwater authority would also have to pay for the treatment of the water.

IWVGA board member Ron Kicinski, who chairs the board for 2019 and represents the IWV Water District, has noted the impracticality of the AVEK option.

“Let’s keep in mind the size of our community at a conservative 30,000 residents,” Kicinski said at an August 2019 meeting. “It’s a cost versus population when talking about bringing in water. It just isn’t going to work. We have to look at the most economical way to do it.”

Kern County Supervisor Mick Gleason, representing his county on the board, and one of the IWVGA’s original board members, has consistently stressed that the groundwater is here to stay. He has also noted the groundwater sustainability plan will evolve over time as more information is developed and policies put in place.
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Cardiovascular Services ................... (760) 499-3277
Center Pharmacy ............................... (760) 446-4141
Chiropractic Clinic ............................. (760) 371-1300
Community Wellness Program ............. (760) 499-3825
*Most community outreach programs are now virtual
Dental Services ................................. (760) 499-3296
Dermatology ....................................... (760) 446-6404
Foundation ....................................... (760) 499-3955
Education and Classes ....................... (760) 499-3831
*Breast feeding and CPR suspended until further notice
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Gastroenterology ............................... (760) 446-0121
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Intensive Care Unit ......................... (760) 499-3501
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Sleep Lab ........................................ (760) 499-3766
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RRH has been the top healthcare provider in the Ridgecrest area for 75 years

Ridgecrest Regional Hospital has been the area’s premier healthcare provider since 1945. RRH offers a variety of services for your healthcare needs provided by friendly, professional caregivers. This is a full service, acute care hospital and is certified by the Joint Commission on Accreditation of Healthcare Organizations, the State Department of Health Services, and the California Medical Association.

Although the hospital was founded in 1945, its roots actually date back to 1932, when Dr. Thomas A. Drummond, on his way to Reno to seek his fortune, stopped in then-thriving Red Mountain for gas. After patching up the participants in a bar fight while there, he decided to stay. He spent the next 12 years performing surgeries, pulling teeth, or whatever else the people of the Rand District needed.

After a fire destroyed Red Mountain Hospital in 1944, Drummond moved to Ridgecrest, where the new Naval Ordnance Test Station was in its
beginning stages. He built the Drummond hospital in 1945, later adding an annex wing and clinic.

After 17 years as a “proprietary” hospital, owned by Drummond and 5-6 other doctors, it became Ridgecrest Community Hospital when Drummond gave the hospital to the community for the sum of one dollar.

From there, the hospital grew as a non-profit entity. In 1977, a new intensive cardiac care unit opened, offering eight beds for critically ill or injured patients. In 1988, RRH broke ground on a new expansion which included a state-of-the-art emergency department and supportive services. The expansion opened in 1990.

Then, in 1997, 35 years after becoming Ridgecrest Community Hospital, the name changed to Ridgecrest Regional Hospital to reflect an expanded scope of responsibilities.

Then in 2005, RRH began an expansion project and broke ground on the Outpatient Pavilion to offer a variety of outpatient services. In 2008, the expansion project expanded to include construction on the new two-story medical and surgical building.

Ridgecrest Regional Hospital.

The new two-story medical tower opened in 2010, spanning 49,000 square feet and offering many improvements over the previous facility. 2010 was a busy year for RRH, as in addition to the new tower opening, the Rural Health Clinic and the new Urgent Care Clinic opened.

Then in 2014, RRH took over Ridgecrest Healthcare Center, the local skilled nursing facility, changing the name to Bella Sera in 2015 and improving the standard of care.

More recently, RRH has continued to improve, with a working agreement with Keck Medicine of USC, a local cancer center in partnership with University of California, Davis cancer care network, the development of a virtual care clinic (via live chat, board certified doctors and nurse practitioners provide medical knowledge, diagnosis and treatment through video chat), and several programs serving the area through collaboration with the Kern County Medical Health Department.

RRH also recently bought the local ambulance service, Liberty Ambulance, with plans to increase service on the ground and in the air in conjunction with an air ambulance company. A new heliport is also in development.

All this toward fulfilling the hospital’s mission and vision statement, which is:

“RRH will be the primary source for wellness as well as treatment for the entire community. Patient care will be provided on-demand through well-designed facilities and at home. Quality and being a high-reliability organization will remain key drivers with continued evaluations of clinical relationships with more comprehensive health care providers. We recognize in some cases best patient outcomes may be achieved outside our health system. We will continue to strive to be an independent health delivery system by strong financial performance.”

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WHO WE ARE 2020 23
Sierra Sands Unified serves local students with strong academic program

Sierra Sands Unified School District is the primary education provider in Ridgecrest, serving about 5,200 students from elementary through high school.

SSUSD presents a wide range of strong academic programs and highly successful co-curricular programs. The district also has a stellar track record of academic accomplishments, as Burroughs High School students consistently score 30 or more points above state and national averages on the SAT, and are consistently ranked in the top 20% of California districts in student achievement on Advanced Placement exams.

And SSUSD is working to rise to the challenges posed the past couple of years, first with twin earthquakes in summer 2019 and the COVID-19 pandemic in 2020.

With constantly changing state rules and guidance on COVID-19 restrictions, the district has had to work quickly to put together a distance learning program, which it implemented for the start of the school year on Aug. 17.

“It’s not lost on me, or my team, that moving into a virtual environment is a huge commitment and a big change for families. It’s disruptive, it’s hard, and in many times it requires a new commitment and sacrifice,” SSUSD Superintendent Dave Ostash said at a recent SSUSD board meeting, thanking the students and families for their cooperation.

This was a year after the district found itself rushing to recover from a 6.4 earthquake on July 4, 2019, and a 7.1 quake a day later. This caused structural damage at Richmond Elementary School within the boundary of Naval Air Weapons Station China Lake, while a burst fire sprinkler pipe at Gateway Elementary School caused significant water damage.

The two schools opened a week late for the school year, but otherwise, the district was able to move on as close to normal as would be possible.

“As we come upon the anniversary I have two thoughts — one, that we acted as a community as we always do — we took care of people as best as humanly possible,” Ostash told the Daily
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Independent close to the one-year anniversary that was July 4, 2020. “And two, we need to continue to be thoughtful about any continuing challenges or hardships that may exist for some community members. When we are confronted with challenges, we always put people first in this community.”

By the one-year anniversary, SSUSD had fixed all damage with the exception of ceiling work at the Parker Performing Arts Center on the Burroughs High School campus. Richmond moved to the former Vieweg Elementary campus, because Richmond is expected to have a new campus built using a Department of Defense grant, so it didn’t make sense to spend millions to repair the old campus whose days were numbered.

The district serves students through six elementary schools: Faller, Gateway, Inyokern, Las Flores, Richmond and Pierce; two middle schools: Monroe and Murray; a comprehensive high school, Burroughs; a continuation high school, Mesquite; and an adult school.

Many of these schools have regularly won California Distinguished Schools awards, and Inyokern and Richmond have been nominated as Blue Ribbon Title 1 schools, the only two in Kern County.
Distance learning is nothing new at Cerro Coso College

Although distance learning may be a new challenge to many students, it’s old hat at Cerro Coso Community College. The college is offering students online courses as well as scheduled courses using Zoom meetings this fall. It’s the 23rd year for online courses, as Cerro Coso began offering them in 1997. “We were the first community college in California to offer students the opportunity to earn a degree entirely online,” said former CCCC President Jill Board. “Today, the college offers 19 accredited online associate degrees, 18 online certificates, and more than 160 courses every year.”

The new offering is the Zoom class format. Traditional online courses do not have set meeting times, but courses using Zoom will meet at set times each week, just like a regular in-person class, except students will be on their own computers using Zoom online meeting software to join in.

These are in addition to the limited number of in-person courses offered this fall, offered primarily in programs such as nursing, welding and athletics. These in-person classes will have smaller enrollment sizes than usual to allow for social distancing.

“While our top priority remains providing a safe environment for our students and employees, our goal is to continue to give students the best learning experiences we can, both inside and outside the classroom,” Dr. Corey Marvin, Acting President and Vice President of Instruction, said in a press release in August announcing the Zoom classes.

Cerro Coso’s roots go back to the 1950s, when the Kern Community College District (KCCD) began offering classes in the Eastern region of Kern County, serving both Edwards Air Force Base and Ridgecrest, providing classes on base and at the high school in the evenings. In 1971 Cerro Coso Community College became an independent college within the KCCD and officially opened on the hill in Ridgecrest in 1973.

Since that time, Cerro Coso has...
The campus at Cerro Coso Community College.

Cerro Coso has grown steadily to include campuses in Bishop, Mammoth Lakes, Lake Isabella, Tehachapi, Edwards Air Force Base, Ridgecrest, and CC Online, and delivers educational services in two prisons. The College encompasses a service area of more than 18,500 square miles — the largest service area of any community college in the State of California, serving 85,000 residents in that area.

Since 2015 and the passage of Senate Bill 1391, Cerro Coso has offered college degree programs to inmates at California City Correctional Facility and Tehachapi California Correctional Institution.

According to the college’s overview of the Incarcerated Student Education Program, “this investment by the State of California is a unique approach to a successful partnership for rehabilitation and safer communities.”

According to the academic trends available through Cerro Coso, the program has served more than 1,400 students, with 50% averaging a GPA of 3.75 or higher and 87% overall earning a cumulative GPA of 3.0 or higher. Of those served, 245 have earned membership in the Phi Theta Kappa Honor Society.

Degrees are transferable to four-year universities and colleges, with pathways including associate’s degrees in administration of justice, anthropology, business administration, English and psychology, as well as associate’s degrees in liberal arts with an emphasis on either arts and humanities or social and behavioral sciences.

Cerro Coso has also partnered with several local and national institutions. Its pathways program align with the California State University System, allowing for near-seamless transfer to four-year degree programs.

The university also has a partnership with Bellevue University, a private non-profit college based in Bellevue, Nebraska. The partnership allows Cerro Coso students to access the four-year university’s upper division programs and earn a degree without leaving the Indian Wells Valley. Bellevue University offers over 50 career-related bachelor’s degrees in an online format that line up well with Cerro Coso’s offerings, and students can utilize the library and computer labs at the college as part of the partnership.

Cerro Coso also has partnerships with area schools and school districts, including Sierra Sands Unified School District. Qualifying Sierra Sands high school students can take dual enrollment classes at Cerro Coso through a partnership currently in place.

Cerro Coso also hosts many events and career exploration events throughout the year. Some expose middle school students to the college environment and get them engaged in what they would like to do, while high school students are opened up to the possible careers and technical training the college offers.

For more information, visit www.cerrocoso.edu.

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The Kern River Valley: It's called Ridgecrest's backyard playground. With the number of visitors from Ridgecrest and other East Kern community visitors, that could well be true.

Located about an hour from Ridgecrest, nestled in the Sierra mountain range, one finds Isabella Lake, the recreation foundation of the Kern River Valley.

The lake is well known for its exceptional fishing with trout, crappie, bluegill and various species of bass. But fun on the water is not limited to fishing. The lake is also a partner with water skiers, boating in general, jet skiers, parasailing and windsurfing. This body of water offers it all.

However, it is not just this body of water that lures visitors to the Kern River Valley.

KRV is also home to whitewater rafting, river tubing, kayaking and of course fishing on the expansive Wild and Scenic Kern River.

The river originates in the Mt. Whitney watershed and winds down the mountain through the Southern Sierra Nevada mountain range and in to Isabella Lake.

Other recreational opportunities include camping, horseback riding, rock climbing, hunting, sport shooting, gold panning, star gazing, and birding (over 200 species can be counted along the South Fork of the Kern River and the Kern River Preserve).

If it's hiking or mountain biking, visitors can partake in that, too. Above Wofford Heights are Shirley Meadows and Alta Sierra on the Greenhorn Mountain range, which features snow skiing, cross country skiing and snowboarding.

Kern River Valley also offers several interesting spots to visit.

On your list should be Silver City Ghost Town in Bodfish; Pearl Harbor Memorial in Lake Isabella, Kern Valley Museum in Kernville, the Fish Hatchery up river above Kernville; Nuvi Cumi Native American Cultural Center on Highway 155 just past the main dam, and the quaint town of Kernville with many shops around Circle Park.

Traveling “up river” from Kernville, head to historic McNally’s, and past that, the Trail of 100 Giants, a grove of Giant Sequoias. Events to single out are Whiskey Flat Days (February); Isabella Fishing Derby (March or April); Kern River Whitewater Races (April); Rotary Classic Car Show (May); several other events throughout the year — contact either the Kernville Chamber of Commerce or the Kern River Valley Chamber of Commerce for all event details.

Rafters take on the waters of the Kern River, pre-COVID 19.

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“This is a base of firsts, cutting-edge ideas, and where history is made,” Air Force Chief of Staff Gen. David L. Goldfein said during a visit to the base earlier this year.

Edwards, located about 20 miles southeast of Mojave, is centered around Rogers Dry Lakebed, the world’s largest playa at 44 square miles.

Homesteaders in the area thought of it as a wasteland, but a visionary Air-
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man commanding March Field, Lt. Col. H. H. "Hap" Arnold, saw it as a one-of-a-kind "natural aerodrome" – one that could be acquired at virtually no cost to the taxpayer.

Thus, in September 1933, the Muroc Bombing and Gunnery Range was established by Arnold. This remote training site, now a small enclave within present-day Edwards, served the Army Air Corps' bombers and fighters for several years.

With the arrival of World War II, a permanent base sprang up for the training of combat flight crews. In July 1942, it was activated as a separate post and designated Muroc Army Air Base.

Throughout the war years, B-24s thundered through the Muroc skies and P-38s strafed the targets on the range as bomber crews and fighter pilots prepared to do battle overseas.

Then, in response to Wright Field in Ohio being overwhelmed with flight test work, a site was chosen along the north shore of Rogers Dry Lakebed in spring 1942.

On Oct. 1, 1942, Bell test pilot Bob Stanley lifted the wheels of the Bell XP-59A Airacomet off the enormous, flat surface of the dry lakebed. The turbojet revolution had arrived. America's first jet plane was shortly joined by a second, the famed Lockheed XP-80 Shooting Star.

As revolutionary as these two experimental fighter planes were, the natural runways of the lakebed served them well. The first-generation turbojet engines had a nasty habit of flaming out, and the Aira-
In addition to all the early jets, there was a long series of experimental air-planes designed to prove or disprove aeronautical concepts – to probe the most challenging unknowns of flight and solve its mysteries.

On Oct. 14, 1947, Capt. Charles E. "Chuck" Yeager flew the small bullet-shaped airplane to become the first human to exceed the speed of sound.

In December 1949, Muroc was renamed Edwards Air Force Base in honor of Capt. Glen W. Edwards, who was killed a year earlier in the crash of the YB-49 Flying Wing.

By that time, the base had already become the reigning center of American flight research and on June 25, 1951, this fact was finally officially recognized when its test community was designated the U.S. Air Force Flight Test Center, or AFFTC. That same year, the U.S. Air Force Test Pilot School moved to Edwards from Wright Field, Ohio.

Its curriculum focused on the traditional field of performance testing and the relatively new field of stability and control, which had suddenly assumed critical importance with the dramatic increases in speed offered by the new turbojets.

This helped usher in a "golden age" of flight test during the 1950s, with records for altitude and speed falling on a regular basis, eventually reaching peak altitude of 126,200 feet and a speed of Mach 3.2 (2,094 mph).

Heading into the 1960s, these records were pushed even further. The X-15 reached 314,000 feet in July 1962, which was high enough to earn astronaut wings for its pilot, Maj. Robert M. White. Then, in 1967, a highly modified X-15A-2 reached a top speed of Mach 6.72 (4,250 mph), which remains the highest speed ever reached by a manned airplane.

Later, at a remote location in 1978 and 1979, an AFFTC test pilot and a pair of flight test engineers were engaged in proof-of-concept testing with Lockheed's "low-observable" technology demonstrator, dubbed "Have Blue." The successful conduct of these tests led immediately to the development of a new subsonic attack aircraft that was designated the F-117A Nighthawk.

Another aerospace revolution – the stealth revolution – was underway.
The 1980s opened with one of the most dramatic episodes in all of Edwards' history.

At 10:20 a.m. on April 14, 1981, the wheels of the Space Shuttle Columbia touched down on Rogers Dry Lakebed. Astronauts John Young and Robert Crippen had successfully landed the first orbiting space vehicle ever to leave the Earth under rocket power and return on the wings of an aircraft. The era of reusable space vehicles had dawned.

Since then, Edwards has hosted testing of such aircraft as the F-15, F16, B-2 Spirit bomber, F-22A Raptor, Global Hawk unmanned aircraft, and the X-35A Joint Strike Fighter.

Flight testing at Edwards has come a long way since the first olive-drab XP-59A lifted off from the lakebed more than 80 years ago. Over the years, the U.S. Air Force and the world of aerospace have continued to meet the future in the clear blue skies above the base.

Arguably, more major milestones in flight have occurred at this base than anywhere else in the world. The demands of the Global War on Terrorism and the ever-accelerating pace of technological change over the past half-century have been daunting, but the Edwards flight test community repeatedly demonstrates its ability to adapt to these changes and to master the many challenges they impose.

The turbojet revolution, the space revolution, the systems revolution and now the unmanned aircraft systems revolution have imposed seemingly insurmountable obstacles. Each barrier, however, has been overcome through a combination of technical aptitude, daring ingenuity and skillful management.
COVID-19 doesn’t slow down work at Mojave Air and Space Port

Despite restrictions and slowdowns due to the novel coronavirus, Mojave Air and Space Port has stayed open and kept moving forward.

“Airport operations remain active and many of our anchor tenants are ramping up operations, including both flights and propulsion testing,” said Karina Drees, MASP CEO, in her monthly report to the board of directors.

What is now MASP has nearly always been on the cutting edge of aviation. Besides being a general-use public airport, Mojave has three main areas of activity: flight testing, space industry development, and aircraft heavy maintenance and storage.

Originally opened in 1935 to serve the gold and silver mining industry, it was comprised of two dirt runways, with no fueling or servicing facilities.

In 1941 the Civil Aeronautics Board began improvements to the airport for national defense purposes that included two asphalt runways and a taxiway.

After the Japanese attack on Pearl Harbor in December 1941, the United States Marine Corps took over the airport and expanded it into Marine Corps Auxiliary Air Station Mojave. The two runways were extended and a
third one added. Barracks were constructed to house 2,734 male and 376 female military personnel. Civilian employment at the base would peak at 176.

Many of the Corps’ World War II aces received their gunnery training at Mojave. During World War II, Mojave hosted 29 aircraft squadrons, four Carrier Aircraft Service Detachments, and three Air Warning Squadrons. At its peak, the air station had 145 training and other aircraft. Mojave also had a 75- by 156-foot swimming pool that was used to train aviators in emergency water egress and for recreation.

With the end of World War II, MCAAS was disestablished on Feb. 7, 1946; a United States Navy Air Station was established the same day. The Navy used the airport for drone operations for less than a year, closing it on Jan. 1, 1947. The base remained closed for four years until the outbreak of the Korean War. Mojave was reactivated as an auxiliary landing field to MCAS El Toro.

The airport was recommissioned as a MCAAS on Dec. 31, 1953. Squadrons used Mojave for ordnance training when El Toro had bad weather. Marine Corps reserve units were temporarily deployed to Mojave for two-week periods.

In 1961, after the Marine Corps transferred operations to MCAS El Centro, Kern County obtained title to the airport. In February 1972, the East Kern Airport District was formed to administer the airport.

On Nov. 20, 2012, the EKAD Board of Directors voted to change the name of the district to the Mojave Air and Space Port. Officials said that the spaceport name is well known around the world, but EKAD is not. The change took effect on Jan. 1, 2013.

Flight testing activities have been centered at Mojave since the early 1970s. It is also favored for this purpose due to its proximity to Edwards Air Force Base, where the airspace is restricted from ground level to an unlimited height, and where there is a supersonic corridor. Mojave is also the home of the National Test Pilot School and Scaled Composites. Virgin Galactic/The Spaceship Company developed its SpaceShipTwo craft at Mojave before moving to New Mexico’s Spaceport America in 2019.

Beginning with the Rotary Rocket program, Mojave became a focus for small companies seeking a place to develop space access technologies. Mojave Spaceport has been a test site for several teams in the Ansari X Prize, most notably the Scaled Composites SpaceShipOne, which conducted the first privately funded human sub-orbital flight on June 21, 2004. Other groups based at the Mojave Spaceport include Masten Space Systems, Stratolaunch Systems, and Firestar Technologies. Other companies at Mojave include Orbital Sciences Corporation, NASA and Interorbital Systems.

The Mojave airport is also known as a storage location for commercial airliners, due to the vast area and dry desert conditions. Numerous Boeing, McDonnell Douglas, Lockheed, and Airbus jetliners including wide-body aircraft previously or currently owned by major domestic and international airlines are stored at Mojave. Some aircraft reach the end of their useful lifetime and are scrapped at the Mojave aircraft boneyard, while others are refurbished and returned to active service.

The airport refurbished an old United States Marine Corps hangar from the World War II era into a modern event center. It was previously used for water survival training and is now the Stuart O. Witt Event Center with over 23,000 square feet of multi-use space.

Administration offices are open Monday through Friday from 7 a.m. to 5 p.m. Mojave Air & Space Port does not offer tours to the public, but they do host the monthly “Plane Crazy Saturdays” at the airport. The airport also offers Voyager Restaurant at the west end of the main airport building and Legacy Park where you can see the various aircraft on display throughout the airport.

❖
The story of the marijuana industry in California City is a microcosm of the story of the city itself. The city began with grand plans in the early 1960s, and while it has grown to more than 14,000 residents over the ensuing 60 years, this is short of the original vision of a city rivaling Los Angeles.

Similarly, California City bet big on the burgeoning marijuana industry to bring much needed growth to the region. And while there has been some growth there, with the first dollars from the municipal cannabis tax hitting the city's bank account in late 2018, and the city approving zoning changes for new cultivation businesses as recently as August, that growth has been modest compared to initial expectations.

The city's interest in marijuana dates back to October 2015, when the Governor of California signed the Medical Marijuana Regulation and Safety Act into law. In June 2016, the California City Council directed the City Manager, and the City Attorney's office to re-search, and to provide recommendations regarding the establishment of regulations for culturing, manufacturing, selling, and testing of medical marijuana or cannabis.

The city's bank account hit $1 million in June 2019, and the city has approved five cultivation facilities to date. The city has also conducted public meetings to hear input from residents on the issue.

On June 6, 2017, City voters passed a Cannabis Business Tax. Proceeds of the CBT would be deposited in the City's General Fund and would be available for any legal municipal purpose. Police, fire, urgent care, recreation, and street and road services are examples of General Fund services that may be funded with tax proceeds.

The CBT applies only to persons or businesses engaging in the cannabis industry. It does not apply to personal cultivation, or use of cannabis, as those terms are defined under State law.

The CBT will apply to businesses and any other cannabis businesses that are allowed under future revisions of the California City Municipal Code, or that otherwise exist. The Municipal Code provisions regulating the cannabis industry in California City are included in Section 5.52 of the California City Municipal Code. The CBT applies only to persons or businesses engaging in the cannabis industry. It does not apply to personal cultivation, or use of cannabis, as those terms are defined under State law.

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WHO WE ARE 2020

INDIAN WELLS VALLEY WATER DISTRICT

WATERING RESTRICTIONS

Per Ordinance 103 (adopted September 11, 2017), customers may water per the schedule listed below.

If you have any questions regarding these restrictions, or wish to apply for a New Landscape Irrigation Exemption, please do not hesitate to call 760-375-5086 or send an e-mail to iwvwd@iwvwd.com.

<table>
<thead>
<tr>
<th>Even Addresses</th>
<th>Hours</th>
<th>Months</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tue, Thu, Sat</td>
<td>8 pm - 8 am</td>
<td>April 1 - Oct 31</td>
</tr>
<tr>
<td>Odd Addresses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wed, Fri, Sun</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Even Addresses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tue, Thu, Sat</td>
<td>Anytime</td>
<td>Nov 1 - Feb 28</td>
</tr>
<tr>
<td>Odd Addresses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wed, Fri, Sun</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALL Addresses</td>
<td>In March, transition from the anytime hours schedule to the 8pm to 8am schedule above</td>
<td></td>
</tr>
<tr>
<td>ALL Addresses</td>
<td>No watering on Mondays</td>
<td></td>
</tr>
<tr>
<td>ALL Addresses</td>
<td>Excessive water runoff onto pavement is prohibited</td>
<td></td>
</tr>
<tr>
<td>ALL Addresses</td>
<td>No watering within 48 hours of rainfall</td>
<td></td>
</tr>
</tbody>
</table>

For years, much of the city’s revenue has come from a parcel tax. The previous tax ended in 2018, and it took three tries to pass a new one. If it had failed, the city would have lost 60% of its revenue and may have had to disincorporate. The current tax was sold as a bridge to get the city through until the marijuana industry grows enough to replace that funding. But it has a six-year sunset clause, which expires in 2024.
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