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AND LAWNDALE NEWS

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A Joyful Easter Sunday



Aryanna and Samantha Ramos are included in a giant Easter basket, along with eggs and other treats. The girls enjoyed a sunny Easter Sunday with their parents at the L.A. Zoo. Photo by Eric Ramos.

Cleaner Jet Fuel Debuts at LAX

By Rob McCarthy

United Airlines flights at Los Angeles International have started using a low-carbon jet fuel made from renewable waste, giving new meaning to “when pigs fly.”

United Airlines made U.S. commercial aviation history on March 11 when San Francisco-bound flights from LAX began using a low-carbon fuel made from a refining process that uses farm waste and non-edible oil in the blend. The biofuel is a 70-30 mixture, with the higher amount being ordinary jet fuel and the remainder the organic material, according to an airline spokesman.

United has taken the lead on the issue of greenhouse gas emissions from jetliners by voluntarily switching to biofuels on a limited number of daily flights, all originating from LAX. The federal government eventually will force the U.S. airline industry to curb jet-engine emissions, which are believed to be a contributor to climate change. Federal regulations on carriers are believed to be years away.

“We are committed to operating an environmentally sustainable and responsible airline,” spokesman Charles Pannuzio told the Herald. “The advancement of biofuels is not only good for our environment, but it provides us with the opportunity to hedge against oil volatility and helps the communities we serve.”

At least three domestic carriers - United, Alaska Airlines and Southwest - have shown interest in converting jet-fuel supplies to include biofuels. United was the first to demonstrate a commercial jet flying on biofuel back in 2009, and then in 2011 it flew one of its planes using a fuel partially derived from algae.

Three weeks ago, United began fueling up to 14 West Coast flights per day with biofuel, made and delivered to LAX from a Paramount refinery operated by AltAir Fuel.

The Federal Aviation Administration has approved jet biofuel and considers it safe. The fuel for United passenger planes meets the same performance standard as traditional jet fuel, ASTM Standard D-1655. The AltAir biofuel is chemically similar, but instead of crude oil it is derived from stock feed, non-edible natural oils and other sources that are readily available.

Alaska Airlines also experimented with the algae-blend fuel, but discontinued it because of its high cost. United’s spokesman said the AltAir biofuel for the LAX-to-San Francisco

flights is competitively priced with traditional jet fuel. He did not provide specifics on the cost per gallon.

Southwest announced two years ago that it would begin using biofuel in 2016 in the Bay area. An airline spokeswoman told the Herald the expected start date now is sometime in 2018.

The environment benefits of AltAir’s jet fuel, which is blended with renewable wastes from farms and non-edible natural oils, include a 60 percent reduction or more in carbon dioxide in the atmosphere. That reduction combines includes the emission totals from refining, delivering, fueling and burning the fuel in United jets, according to United.

United plans to purchase 15 million gallons of AltAir’s biofuel over the next three years, enough to power 12,500 flights from LAX to San Francisco, according to the carrier. The AltAir refinery in Paramount created 65 jobs as a result of the contract with United, not including construction-related jobs to reopen the plant. AltAir transformed the underused refinery in Paramount with technology developed by Honeywell’s oil-industry unit into a 30 million-gallon-per year biofuel facility, according to United.

Today’s jet engines go farther on less fuel, lowering the airlines’ No. 1 cost and encouraging more passengers to fly. By 2020, international aviation emissions could be 70 percent higher than in 2005, even if fuel efficiency improves by 2 percent a year, according to estimates cited by the New York Times article.

Southwest Airlines is another major U.S. carrier that wants to begin using a low-carbon jet fuel this year. Southwest agreed to buy 3 million gallons of jet fuel per year from Red Rock Biofuels in Colorado, and deliveries to Southwest’s San Francisco Bay airports is expected sometime in 2018, said spokeswoman Lori Crabtree. Red Rock refines the blended fuel in Oregon using leftover trees and wood from logged areas.

The amount planned won’t cover much of Southwest’s needs, according to the Dallas newspaper that first reported the biofuel deal. Three million gallons is about 60 percent of what the airline uses on an average day, though the paper noted “it might provide a noticeable portion of the fuel needs at Southwest’s Bay Area airports — San Francisco, Oakland and San Jose.”

Pigs can’t fly obviously, but feedstock and soon household trash have practical applications in aerospace and job creation. Carriers such as United and soon Southwest are out in front on reducing greenhouse gases and finding renewable fuel sources that stretch the world’s petroleum supply.

United has plans in 2018 to introduce into its flying operations a biofuel made from city garbage, which otherwise would go to a landfill. The biofuel material is converted to jet fuel using a chemical heating process developed by Fulcrum Bioenergy of Pleasanton, Calif. United is working with Fulcrum to set up refineries near the carrier’s U.S. hubs.

The airline isn’t saying which hubs will be serviced by Fulcrum fuel. Chicago, Dallas, Denver, San Francisco, Newark, Washington, D.C., and Los Angeles are the traditional hubs for United. Houston became another hub after the merger with Continental in 2010.

The waste-to-fuel technology can reduce carbon emissions by 80 percent over its lifecycle compared to conventional jet fuel and fossil fuels, according to Fulcrum. United invested \$30 million in the bioenergy company for jet-fuel distribution sites near its five hubs. The refineries when completed could supply the aviation industry with 180 million gallons of jet fuel per year. United holds an option on 90 million of those gallons for 10 years, once deliveries begin in 2018.

Cathay Pacific airlines also is an investor for the company’s commercial-grade jet fuel. The Department of Defense also expects Fulcrum to become a future supplier of fuels to the military. A defense department grant and a loan guarantee from the Department of Food and Agriculture are financing expansion of Fulcrum’s development and refining capabilities for jet fuels and diesel, the company said.

The New York Times last summer reported about ongoing efforts within the United States by the Environmental Protection Agency to curb jet engine exhaust and greenhouse gas buildup, which has been linked to climate change. Aviation represents about 2 percent of global emissions, a figure that is expected to increase because air travel is more affordable worldwide.

The EPA has no timetable for airline-emission regulations, but industry observers told the Times it will take years for the U.S. government to roll out proposed rules. •

Weekend Forecast

Friday
Sunny
64°/54°



Saturday
Sunny
66°/55°



Sunday
Sunny
70°/55°



PETSPETS **Pets** PETSPETS

Purrrfect Companions



Hiccup

Share springtime with a wonderful feline friend and adopt your purr-fect match. Not ready to adopt, but need your “kitten fix”? Check out our Kitten Cam and watch this beautiful mama and her five kittens who we recently rescued from a city shelter - <http://explore.org/live-cams/player/kitten-rescue-cam>.

Hiccup and the rest of the “how-to-train-your-dragon kittens” were rescued from the streets of Los Angeles. It is very scary to be scooped up and whisked off to the unknown, but this little pipsqueak is positively adorable! Hiccup loves to cuddle with your ankles, whether on the bed at night or hanging out watching TV. He will sit on any ankles available, including the ankles of a stranger if that’s all he can find. Hiccup is a bit flighty when it comes to sudden movements, so a calm, quiet home would be best. He would not do well with small or energetic children. Hiccup would do best with a confident, outgoing kitty who can continue to show him how to be brave. He needs a forever feline friend as he loves to cuddle with other cats.

Hookfang (another of the “how-to-train-your-dragon kittens”) is a handsome little guy who is incredibly sweet and loving. He would do best in a calm, quiet home where he can continue to learn just how awesome people really are. Hookfang sleeps on the bed, loves to play with toys, and will snuggle on your legs when you watch TV on the couch. . He loves one of his foster friends, Dita, but can be adopted with any kitty. Hookfang would likely do best with a kitty friend, but could be a single with someone who is home all day and can give him lots of love and attention.

Little **Dita** was rescued from the LA City Shelter system when she was very small.

Tragically, she was the only survivor from her litter as they were very small, malnourished, and sick when rescued. Dita, however, has flourished and is rapidly turning into a stunning little kitty. This girl is a spunky, diva with hints of an alpha personality. She bosses all the other kitties around, always bouncing through every room, and clambering all over her foster mom. Dita loves to burrow under the covers, attack the strings on your hoodie, perch on your keyboard, and snuggle in your lap. She loves other cats is a mega cuddle bug. Dita needs a forever kitty friend in her home. She’d love to be adopted with one of her foster friends or can go to a home with a resident kitty who will let her be the boss.

Stella and Bella are two stunning eight month old sister kittens. Together since birth, these two are truly best friends and inseparable. They love to run and play and



Dita



Hookfang

be loved. They like to look outside and sleep under the bed. Stella and Bella are very good with children and tolerant of other pets! Just like a couple of pups, they are trained to come for food when you whistle. These gorgeous girls are waiting for their forever home; come and meet them!

Willie was rescued with his four siblings and another litter of kittens from a storage facility. He was one of the tiniest of the group, but has since grown into an amazingly handsome boy reflecting his mixed Maine Coon heritage. This little love bug loves cuddling and playing. Being raised with so many siblings, Willie would do best in a home that already has a resident cat or kitten. Or he would happily be adopted with one of his siblings or cousins.

These kitties are available for adoption through Kitten Rescue, one of the largest

cat rescue groups in Southern California. All of our kitties are spayed/neutered, microchipped, tested for FeLV and FIV, dewormed and current on their vaccinations. For additional information and to see these or our other kittens and cats, please check our website www.kittenrescue.org or email us at mail@kittenrescue.org. Your tax deductible donations for the rescue and care of our cats and kittens can be made through our website or by sending a check payable to Kitten Rescue, 914 Westwood Blvd. #583, Los Angeles, CA 90024.

On Saturdays, we have adoptions from noon to 3:30 p.m. in Westchester at 8655 Lincoln Blvd. just south of Manchester Ave. and also in Mar Vista at 3860 Centinela Ave, just south of Venice Boulevard. Our website lists additional adoption sites and directions to each location. •



Willie



Stella and Bella

THE YELLOW DOG PROJECT.com

If you see a dog with a **YELLOW RIBBON** or something yellow on the leash, **this is a dog who needs some space.** Please do not approach this dog with your dog. Please maintain distance or give this dog and his/her person time to move out of your way.



There are many reasons why a dog may need space:
 HEALTH ISSUES
 IN TRAINING
 BEING REHABILITATED
 SCARED OR REACTIVE AROUND OTHER DOGS

THANK YOU!
 Those of us who own these dogs appreciate your help and respect!
 illustrated by Lili Chin www.doggiedrawings.net