



6-30-17
Volume 4, Issue 2

Redlands Airport Association Newsletter

Chapter of California Pilots Association



The Mission of the RAA

- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about REI issues can voice their concerns.
- To advise the appropriate authorities regarding safety, security, and other concerns at the airport.
- To support government authorities in carrying out their duties regarding aviation and the utilization of REI in disasters, and public service events.

Highlights:

Presidents Letter	1
Update on REI Issues	2
REI Underperforming?	3
FAA Grants	5
Did You Know? - AAB	7
Diversified Pacific Woes	8
Airfest Review	9
National Aviation Day	10
Stuff A Plane 2017	11
Tribute to Stan	12
And More....	

Presidents Letter

By RAA President Ted Gablin

The Importance of Community Events at KREI

I know it's hard to believe, but I try not to bomb people with too many e-mails. Don't laugh. I say this because I receive regular e-mails from the Santa Monica Airport Association (SMAA). but, I don't share them all. It's just too much. Some are about their trials and tribulations with the City of Santa Monica, but over the last few months many have been to advertise various community events at SMO.

In fact, they are having an event at SMO every month this year. All are designed to get the surrounding community to the airport to share and enjoy aviation. They are focusing on getting their members and the aviation community to showcase the "smaller aircraft" that typically use SMO and their various missions and capabilities. They want their neighbors to learn about the airports value. Check out their events section on their website: <http://www.santamonicaairport.info/newevents>

So why are they doing this? It's because SMO doesn't have many friends amongst residents that live near the airport. This was evident at the May 24, 2017 Santa Monica City Council meeting to discuss the various proposals to shorten the runway at SMO.

The audio from that meeting was telling. There was an endless stream of public comment about this agenda item. Many residents wanted the runway shortened on their side of the airport. Others spoke in favor of closing the airport right now. Some were down right upset that the closure was postponed until 2028. I only counted a few (three) speakers in favor of the airport, and one was President of the SMAA.

You know where I am going with this. Just think if many of the residents around the airport were airport supporters. Maybe SMO wouldn't be facing closure. The hope is to build public support for the airport so airport friendly council members can be voted into office. Is it too late? Only time will tell. They have a little over 10 years to turn it around.

The situation at REI is not as dire. Is it possible that residents around REI could organize and complain about our airport to the point where Redlands decides to shut it down? You bet it could happen. Our defense is the same as SMAA. Let's make friends with our airport neighbors by inviting them to community events at REI. Events like EAA Young Eagles, Pancake Breakfasts, National Aviation Day, Toys for Tots and even AirFest.

Sound like a plan? Well, we need your help to pull it off. It's really tough getting people at our airport to volunteer and participate. We hear the excuses all the time. Don't have time to help? Well how about participating! Show your plane, have a booth for your business, fly some kids at Young Eagles. Or just buy some food at an REI event that we sponsor. **It's for a worthy cause, your airport!**

Update on Airport Issues

Airport Advisory Board (AAB)

The Airport Advisory Board had their first meeting scheduled on June 7, 2017 with the three new board members approved by Redlands City Council. These three new board members are: James Hoyt, Ensen Mason, and Richard Johnson. All three new board members did show up for the meeting but, three of the existing board members; John Loy, John Oros and Ron Klinkenbiel were a no show. As a result, there wasn't the required quorum of 4 members present for the 7-member board. So, the meeting was cancelled. The three new board members that were present appeared to be disappointed as they were eager to tackle the full agenda.

The mass absence of the existing board members once again called attention to the history of the numerous absences of existing board members. The attendance issues on the AAB led the City of Redlands to initiate an ordinance that will remove board members that miss three meetings consecutively in a 12-month period. The attendance issue and lack of engagement of these board members at the airport have many in the airport community wondering why these folks volunteered to participate on the AAB.

What about the 7th seat on the airport advisory board? Well, it's still vacant. Please see the article written by AAB member James Hoyt on page 7 for more information about the AAB.

Airport Construction Projects and Night Closures

Will Hamilton has shared that construction of the first phase of the lighting and signage project should be completed by the time we publish this newsletter. Those new LED's look cool at night.

On June 6, 2017, the Redlands City Council's authorized City staff to pursue FAA Airport Improvement Program funding for the second phase of the lighting and signage project improvements at the Airport. The second phase will consist of updates to the airfield runway end indicator lighting (REILs), precision approach path Indicator lights (PAPI), additional safety signs as well as navigational aids such as a segmented circle, wind socks, and airport beacon. The engineer hired by the City estimates these upgrades will cost approximately \$184,000. If the FAA approves the grant request they will provide 90% of the associated costs. In conjunction with the FAA funding request, City staff will be applying for Airport improvement project funding from Caltrans. If awarded, the Caltrans grant will provide 4.5% of the total project costs leaving the City with a 5.5% funding obligation for this phase of the project.

The City of Redlands Municipal Utilities Department has completed their maintenance work on Well "#1" just north of the tetrahedron. This should end the obstruction hazard created by the crane that was used to perform this work.

City staff is aware of their NOTAM responsibilities for these projects. But, it's rare for them to inform the airport community in advance of when they post a NOTAM. That is unfortunate. So, please be sure to check NOTAM's as part of your briefings while these projects are underway. We will keep all advised on this work as information becomes available.

City Hangars

in the March RAA newsletter, we updated all about the City of Redlands inspecting their hangars for compliance with the FAA's existing and soon to be implemented revised hangar use policy. As a result, the City imposed liability insurance requirement on their tenants. The also told the tenants residing in their hangars that they had to leave. Another tenant gave notice to the City and vacated a box hangar because of unrepaired maintenance issues. At the time of this update, we believe 4 vacant hangars still exist in the City complex. These vacancies have existed since at least mid-April.

Will Hamilton has shared that these hangars require maintenance before they can be leased. We are not sure if that maintenance has been completed. The RAA was contacted on April 21st by a pilot based at Cable that wished to lease a hangar at REI. We referred the pilot to Mr. Hamilton. We are not sure of what happened but the pilot shared in late May that he is tired of waiting for a City hangar and has signed a lease for a new hangar at San Bernardino Airport.

The City has started discussions with the other FBO owners about their existing hangar leases. More to come for sure.

Lobby Air Conditioning Problem

On June 9, 2017 Will Hamilton notified all in a letter the lobby A/C had failed and will require replacement. He asked for the airport community's patience as the costs for the replacement are equally shared between the City and Redlands Aviation. Our public lobby is privately owned by Redlands Aviation. Maintenance costs for this building are shared 50% between them and the City and the City pays the electric bill. Will also noted in his letter, the City's procurement policies will have to be adhered to and this process will not be an overnight one. What does this mean?

City procurement policies for projects over \$5K require 3 bids and the need to hire a contractor that pays prevailing wage. Bids are being secured and we are hearing that the replacement unit (Heat pump and A/C) are going to be close to \$15 K. The new unit should save the City a bunch on the electric bill. No ETA has been provided yet by the City on the new unit installation.

So, in the interim, a portable A/C unit owned by the City has been installed in the lobby to provide some cooling. The portable A/C was initially installed incorrectly as the exhaust air from the condenser was being vented above the ceiling. So, the unit was providing limited cooling. It was 94 degrees in Jim Ott's office when we snapped this picture of the portable unit on 6-21-17 at 11 AM. The installation error was later corrected and the lobby is far more comfortable.

A big thank you to our airport manager for his efforts to keep the lobby cool while the City goes through their administrative replacement process. But, we are all wondering if the leadership of Quality of Life and our City Manager can find a more efficient way to perform breakdown maintenance at our airport.



REI is an Underperforming Asset- Really?

By RAA Treasurer, Ensen Mason



I have heard the Redlands City Manager, Enrique Martinez, state on at least three different occasions how the airport is an "underperforming asset". I must admit, I still don't know what that means. If it means that it's not doing as well as it could because of poor management, I would agree whole heartedly.

I recently got into a discussion with someone on the Redlands Government and Politics Facebook page about how Hangar 24 is more important to the community than the airport. The brewery brings jobs and the airport is a noisy drain of tax payer dollars this gentleman insisted. When I pointed out the businesses at the airport, he said "what, a helicopter school and a clothing shop"?

How much does the airport cost taxpayers? I did a little digging. Based on amounts shown from the city's airport business plan for 2011-through 2015, I assembled a quick and dirty income statement. As presented in the business plan, it makes it look as if it's barely breaking even. When evaluating a business or an entity, you should separate out operating revenue and expenses from the financing and capital investment activity. Paying down debt is a good thing for the financial well-being of an entity, not a bad thing.

I am a CPA by trade and ***the numbers don't lie***. The table below shows the financial performance of the airport for the last five years with totals:

	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>Total</u>
<u>Operating activities</u>						
Operating Revenue	\$ 363,758	\$ 309,093	\$ 323,716	\$ 254,676	\$ 320,452	\$ 1,571,695
Operating expenses	\$ 152,512	\$ 171,010	\$ 220,649	\$ 238,791	\$ 207,172	\$ 990,134
Operating margin	\$ 211,246	\$ 138,083	\$ 103,067	\$ 15,885	\$ 113,280	\$ 581,561
<u>Financing activities</u>						
Interest	\$ 7,368	\$ 5,198	\$ 3,717	\$ 2,777	\$ 2,634	\$ 21,694
Principal repaid	\$ 117,632	\$ 119,802	\$ 121,283	\$ 122,223	\$ 61,866	\$ 542,806
<u>Investing activities</u>						
Non operating revenue	\$ 78,482	\$ 307,622	\$ 535,379	\$ 20,000	\$ 10,000	\$ 951,483
Capital improvements	\$ 43,627	\$ 328,477	\$ 582,558	\$ -	\$ 53,697	\$ 1,008,359

As you can see, all year's show a positive operating margin – totaling \$581,561 for the five years. Below that are the financing and capital cash flows. The non-operating revenue is primarily grants and the capital improvements are the grants being spent. The principal repaid is about the same as the total operating margin. The conclusion is that on average, the airport is generating \$100,000 a year in free cash flow. It has been spending that on paying down debt to the solid waste fund. That is enviable performance considering the City has not made any real effort to increase business activities at the airport during the same period.

There are many other city assets that don't generate revenue at all. How about the library, local roadways, and City Hall complex for example? Maybe the real issue is that the revenue generated at the airport must remain in the airport enterprise fund by law and cannot be used by other City departments.

So.... What is meant by “underperforming asset”. ***It can't be that it's losing money.***



The Basics About the FAA Airport Improvement Program

By RAA President Ted Gablin

The City of Redlands has recently made some significant improvements to REI with the lighting and signage project. So far, this project has cost slightly more than \$1 million. That's a big chunk of change for a city like Redlands. So, as we are all taxpayers, we should know where the money comes from to improve our airport.



About 90% of the money came from FAA grants. A small portion of the monies, approximately 5% came from the State of California (CalTrans Division of Aeronautics) and the City of Redlands paid the remaining 5%. So, for a little more than a \$50k outlay the City of Redlands made more than \$1million in improvements. What a deal!

Knowledge of the grant process is important. There are strings attached to this money that are beneficial to our airport. So, in this newsletter we want to share a little about the FAA grant process. We will share some information in the next newsletter about the CalTrans grant program.

The FAA Airport Improvement Program (AIP) provides grants to public agencies — and, in some cases, to private owners and entities — for the planning and development of public-use airports that are included in the [National Plan of Integrated Airport Systems \(NPIAS\)](#). The NPIAS is prepared and published every 2 years and includes public-use airports that are important to public transportation and contribute to the needs of civil aviation, national defense, and the Postal service. KREI is part of the NPIAS.

Airport projects eligible for AIP grants include improvements related to enhancing airport safety, capacity, security, and environmental concerns. Airport sponsors (owner/operator) can get AIP funds for most airfield capital improvements or rehabilitation projects and in some specific situations, for terminals, hangars, and nonaviation development. Certain professional services for eligible projects (such as planning, surveying, and design) can also be eligible. The FAA must be able to determine that the projects are justified based on civil aeronautical demand. The projects must also meet Federal environmental and procurement requirements. Projects related to airport operations or maintenance are not eligible for funding. Operational costs - such as salaries, equipment, and supplies - are also not eligible for AIP grants.

Sponsors who accept a AIP grants also must accept certain conditions and obligations. These obligations are called grant assurances. Why do we have grant assurances? They are designed to assure that the public interest in civil aviation will be served. That means to keep our airports safe, open, and accessible! They are also intended to protect the US taxpayers' investment in an airport. Yeehah!

Grant assurances require the airport sponsor to operate and maintain the airport in a safe and serviceable condition. Sponsors cannot grant exclusive rights, they must mitigate hazards to airspace, and must use airport revenue properly.

The term of these grant assurances are 20 years. Sponsors that are found to violate the grant assurances can be required to repay the AIP grants. There are 39 grant assurances. Some of the more important ones (with the assurance number in parentheses) are listed below;

- Prohibit exclusive rights involving aeronautical services to the public (23)
- Properly use airport revenue (no revenue diversion) (25)
- Proper maintain and operate airport facilities (19)
- Maintain a safe and efficient airport (1, 19, 20)
- Protect of aircraft approaches (20)
- Maintain good title of airport property (4)
- Permit intercity buses access to the airport (36)
- If an aircraft owner and airport agree to a lease and construction of a new hangar, it must be long term (38)
- If airport fails to accommodate an air carrier, it must prepare a Competitive Access Report. (39)
- Ensure compatible land use and zoning (21)
- Permit use of airport on fair and reasonable terms without unjust discrimination (22a, 22b, 22c)
- Not prevent those operating aircraft on airport from performing any services to own aircraft with its own employees (22f)
- Allow air carriers to service themselves or choose the service provider (22d)
- Adhere to the approved Airport Layout Plan (ALP) (29)
- Not sell or dispose of acquired property without FAA approval (31)
- Preserve airport proprietor rights and powers [49 USC 47106(a)(4)] (5)
- Maintain acceptable accounting and record keeping systems (13)
- Comply with civil rights requirements (30)
- Comply with Disadvantaged Business Enterprise (DBE) requirements (37)
- Conduct public hearings if locating a new runway or extension (9)
- Comply with Air and Water Quality Standards (10)
- Comply with minimum wage rates and the Davis-Bacon Act (14)
- Include a Veteran's Preference in grant funded projects (15)
- Maintain a fee and rental structure to make airport as self-sustaining as possible. (24)
- Comply with all current FAA Advisory Circulars (34)

The grant application process is complicated. There is lots of paperwork. There are people that are hired by cities to apply and manage grant applications. Kudo's to the City staff in Redlands for learning how to apply for FAA AIP grants. They did not do this for many years until recently.

So, what happens if an airport sponsor doesn't appear to be honoring the grant obligations? Any person who believes that an airport sponsor may be in noncompliance with a grant assurance may register their concerns with the local FAA Airport District Office (ADO). ADO personnel may investigate the allegations of noncompliance and, if the allegations are confirmed, attempt to persuade the airport sponsor to come back into compliance. Should this measure prove unsatisfactory, the concerned party may file a formal complaint under 14 CFR Part 16, Rules of Practice for Federally Assisted Airport Enforcement Proceedings. In addition, described in §16.29(b), the FAA may initiate its own investigation. Want to know more? The FAA has gobs of information on their website about the AIP program. Here's a link that will get you started: <https://www.faa.gov/airports/aip/>

Did You Know? – The Airport Advisory Board

by RAA Director, James Hoyt

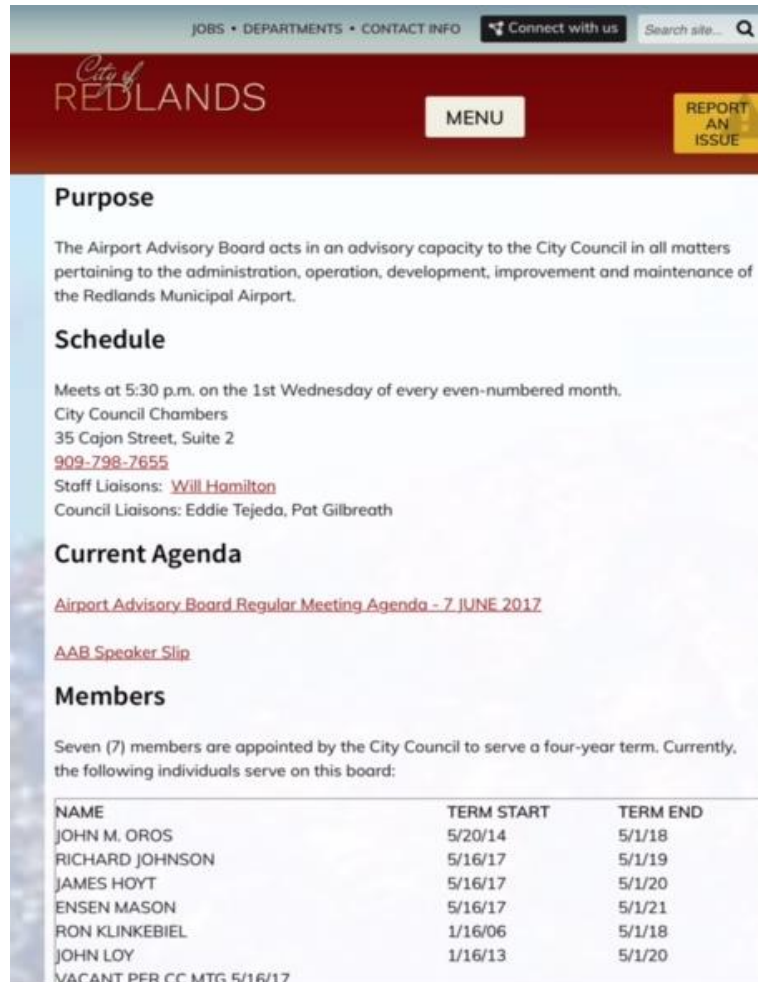
FAA Team Rep., Comm, CFIL, MEI, AGI, A&P and AAB Member

Did you know that the Redlands City Council has an Airport Advisory Board (AAB) consisting of 7 residents of Redlands? The AAB acts in an advisory capacity to the city council in all matters pertaining to the administration, operation, development, improvement, and maintenance of the Redlands Municipal Airport (KREI).

Your Airport Advisory Board has 3 new members. New members Richard Johnson, Ensen Mason, and yours truly, James Hoyt, were approved by the city council on May 16th to be on the AAB. They join existing members John Oros, Ron Klinkebiel, and John Loy. There is one open seat on the AAB at this time.

We checked the City of Redlands website under “Commissions and Boards”, [“Current Openings on Commissions and Boards”](#) and there was no posting for the vacancy as of 6-21-17. In the interim, if you are interested in applying, you can request an application from the City’s Quality of Life department. It also may be worthwhile to notify Councilman Eddie Tejeda about your interest in applying with an e-mail. He is the designated AAB liaison. His e-mail is: etejeda@cityofredlands.org

Agendas for AAB meetings are posted on the city’s website under “airport”, and in various locations around city hall and the airport, at least 72 hours in advance of each regularly scheduled meeting. Meeting minutes can also be found on the city’s website. Meetings are held on the first Wednesday of each month at 5:30 p.m., with the location alternating between the city council chambers and the airport lobby. Come on over to a meeting and see what’s happening at the airport, share your thoughts and concerns about what is going on. This is the airport community’s direct connection to the Redlands City Council. It’s your airport, so your input counts!



Purpose

The Airport Advisory Board acts in an advisory capacity to the City Council in all matters pertaining to the administration, operation, development, improvement and maintenance of the Redlands Municipal Airport.

Schedule

Meets at 5:30 p.m. on the 1st Wednesday of every even-numbered month.
 City Council Chambers
 35 Cajon Street, Suite 2
 909-798-7655
 Staff Liaisons: [Will Hamilton](#)
 Council Liaisons: Eddie Tejeda, Pat Gilbreath

Current Agenda

[Airport Advisory Board Regular Meeting Agenda - 7 JUNE 2017](#)

[AAB Speaker Slip](#)

Members

Seven (7) members are appointed by the City Council to serve a four-year term. Currently, the following individuals serve on this board:

NAME	TERM START	TERM END
JOHN M. OROS	5/20/14	5/1/18
RICHARD JOHNSON	5/16/17	5/1/19
JAMES HOYT	5/16/17	5/1/20
ENSEN MASON	5/16/17	5/1/21
RON KLINKEBIEL	1/16/06	5/1/18
JOHN LOY	1/16/13	5/1/20
VACANT PER CC MTG 5/16/17		



Code Enforcement Issue – Diversified Pacific Development

Yes, our friends at Diversified are selling new homes in their new model complex for the “North Ranch” Development. They have built some beautiful homes but, once again they have not complied with the City of Redlands Marketing and Disclosure requirements for developments in the airport influence area. Not good!

This was reported to City of Redlands Code Enforcement on June 13, 2017. Please see the e-mail below.

A response was received from Tricia Swope, Senior Project Manager, Quality of Life, thanking us for reporting the issue. Tricia stated City staff has been aware of the situation and are already addressing the issue through the code enforcement process.

We hope The City of Redlands Code Enforcement Dept. deals with this issue soon as Diversified Pacific is currently selling homes to homeowners that may not know they will live near a traffic pattern! That’s trouble for all!

From: Redlands Airport Association <redlands.airport.association@gmail.com>

Date: Tue, Jun 13, 2017 at 6:18 AM

Subject: Code Enforcement Issue - North Ranch Redlands and North Ranch Redlands, Diversified Pacific Communities

To: ogonzales@cityofredlands.org

Cc: Will Hamilton <whamilton@cityofredlands.org>, "Swope, Tricia" <tswope@cityofredlands.org>

Greetings Olivia,

Diversified Pacific Communities has a couple of new residential communities in North Redlands. I believe they represent about 200 new homes total. They are calling it the North Ranch.

The model complex is open, but does not appear to be in compliance with the City's Marketing and Disclosure Requirements (17.28.050) for residential developments in the airport influence area. None of the required signage is present and the developer's sales information on their Facebook page and website page do not contain any of the language required by this section of the muni code.

The developer did sign a model home agreement with the City agreeing to comply with all City laws, but the model complex is open and not in compliance with these codes. We had issues with the same developer complying with these requirements in the Judson Ranch development. The Redlands Airport Manager and his supervisor that are CC'd can provide additional background.

Can you please investigate this complaint and take the necessary steps to get the developer to correct this violation? I know these things take time, but the purpose of the code section is to insure homebuyers are informed about the airport. As this developer is selling homes and appears to be ignoring these disclosure requirements, this matter does have some urgency.

Please let me know if you have questions.

Thanks

Ted Gablin

Redlands Airport Association

AirFest 2017

By RAA Vice President, Steve Willer

May 2017 marked the 9th Anniversary of Hangar 24 Brewery, and along with that, the return of the annual Airfest. The one day event, which took place May 20, drew an estimated crowd of over 10,000 people to our community airport. Aerial performers included national acts such as a U.S. Navy F-18, the Patriots Jet Team, Jon Melby, Vicky Benzing as well as locally-based performers such as Sammy Mason and Redlands own Tony Higa!

The Hangar 24 Airfest has certainly solidified itself as one of the larger events to be held in Redlands and attracts both aviation enthusiasts and beer connoisseurs from the Inland Empire and throughout Southern California. The event has evolved and improved over the years and now has a much broader appeal to families through the inclusion of the Kids Zone.

I would offer that a May weekend that, only a few short years ago, many REI tenants avoided has now become a weekend that they look forward to. This turnaround is due to the active involvement of many REI stakeholders, who came together to work with Hangar 24 and the City to address concerns and implement acceptable changes.

Airfest represents a unique opportunity to showcase the Redlands Municipal Airport and to demonstrate the value it brings to our community and the broader region. A special thank you to those that volunteered their time to set up and staff the RAA booth – Bill Yoak, Ensen Mason, Jami Lilienfeld, Casey Erickson, and Ted & Cindy Gablin!



National Aviation Day

By RAA Secretary Cindy Gablin

In case you haven't heard, we are doing this again this year. We will be celebrating National Aviation Day at Redlands Airport on August 19th.

EAA 845 will be conducting a Young Eagles event that morning. The event has also been advertised as a fly-in and we are hoping to have guests. The RAA will be grilling lunch too. It should be a fun way to commemorate National Aviation Day!

Of course, we are looking for volunteers. Volunteer pilots are always needed by EAA 845 to fly Young Eagles. Maybe you are looking to flip burgers or help with the feed. Or, you just want to exhibit your plane. Please contact us at redlands.airport.association@gmail.com if you can help.

National Aviation Day Fly-In Redlands Municipal Airport August 19, 2017



Celebrate the Occasion & Join the Fun!

Young Eagles Flights Starting at 9AM

*Kids With Adult Must Register Between 9-10
For More Info Contact Beverly @909-771-3279*

Fly-In for Lunch 11AM-2PM

Burgers, Dogs & More -\$7.00



Stuff A Plane With Toys For Tots 2017

By RAA Secretary Cindy Gablin

The Redlands Airport Association has chosen the date of November 4, 2017 for our Third Annual Stuff A Plane With Toys For Tots. Although it seems we have plenty of time, a lot goes into the planning of such an event and we are just four months away.

The first step is to get approval from the City of Redlands to hold the event at the airport. I prepared and submitted the request to the Quality of Life Department on May 28th. I was told on June 7th that they will review the request and try to get it submitted to City Council as soon as possible for approval.

As the last two years have been very successful, we plan to have the same event format again this year. To entice more of the community to come to our airport and donate to this wonderful cause, we need to have more participation in the way of booths or displays. In addition to aircraft, cars, and motorcycles, I would love to have ALL our aviation businesses, EAA and IAC chapters and flying clubs participate by having a booth or other presence.

I need ideas of other organizations to join us (preferably non-profit groups). I have already contacted an animal shelter and sent a note to Chick-fil-a to see if they would be interested in joining us again this year. I will be reaching out the Redlands Police and Fire departments to gain their participation. If you have an idea of another organization that would help draw the community to the airport, please send me an email.

I need help! It's not hard, there is just a lot to do to organize, plan, follow-up and execute. If you would like to have that good feeling of volunteering and help this year, please contact me at (909) 499-1777 or at our email Redlands.airport.association@gmail.com

Save The Date!
Stuff A Plane with 
Saturday, November 4, 2017 10 AM - 3 PM
Redlands Municipal Airport, West Ramp



**Fly-In, Airport Open House, Displays of Planes,
Cars & Motorcycles**

**Admission: Bring a New Unwrapped Toy, or Make a \$ Donation.
Food and Drink Available for Purchase.**

Sponsored by Redlands Airport Association

For more information contact Redlands.airport.association@gmail.com or call (909) 499-1777

A Tribute to Stan Clebeck Jr.

By RAA Safety Officer, Dennis Brown

This article is a farewell to a wonderful instructor, Mr. Stanley Clebeck, Jr. You may have heard about the forced landing made by Stan and his student in a Cessna 150. Stan succumbed to his wounds and was buried on June 20th, at the Arlington National Cemetery in Riverside.

The service was very respectful, very solemn and fit the dignity of the man. Multiple volleys of rifle fire, the trumpeting of taps and a presentation of a flag to his wife with the thanks of the President and Joint Services of the United States of America. All in the presence of about 150-200 friends, loved ones, and those that admired his aviation skills.

Stan was, what I consider to be, an aviator. Differing from a pilot, an aviator flies for the love of flight. A pilot can be anyone who flies an airplane, but an aviator is complete when he is flying. He is home. He is in his element. He is at one with his world. And he loves it..... Stan began his flying at age 15, passing at 87 means he flew for 73 years. I'm so impressed. A true love affair.



The service was concluded by the Pastor, and the facility coordinator asked if we could expedite our departure, explaining that the park interned 40-60 persons per day, and that the next hero would be celebrated in 7 minutes. We are blessed to have so many heroes, but certainly, Stan Clebeck Jr. is among them now. Good flight instructors who teach with passion and purpose are very hard to find. Stan will be missed and revered by those who knew him and his love for flying.

Dennis K. Brown

A Flight Instructor Remembered

By Hector, Reprinted from the Highland Community News



The local flying community lost a cherished flight instructor when on Tuesday, June 6, Stanley Clebeck, 87, died of injuries sustained in a June 2 plane crash. The crash was reported on eastbound Hargrave Street in Banning at about 11:33 a.m. Clebeck and one other passenger were in the Cessna 150. Clebeck, a Navy veteran, passed at Desert Regional Medical Center on Tuesday, and the other passenger is reported to be in stable condition.

Highland resident Mathew Graves, 18, was taking lessons from the longtime flight instructor out of Redlands Municipal Airport. He says Clebeck will be greatly missed. "Everyone knew him, everyone was happy around him, and everyone liked him," Graves said. "I want to say, 'Thank you,' for everything he did to share his passion and help me and his other students."

"Next year I'm going to Cal Baptist University for aviation, and the rest of my career I'll always keep him in mind because he taught me everything I know," Graves added. "We came from very different age groups but we still got along really well, There's something very cool about him. He passed away doing what he loved; his passion was flying."

Who is this Good Looking Guy?



Many of us know this person very well. He is a fixture at KREI. **His name is Bill Yoak.**

The picture was taken in early 1988. He was 22 years old. With two years of college under his belt, he entered the US Navy enlisted "nuke" program. His intention was to complete the requirements for a Bachelor's degree and receive a commission to Ensign. This program was a good avenue to take toward becoming an officer since some of the core/required courses within the nuclear program were at the university level, and were eligible for college credit. The medical, academic, psychological assessment, and legal/background standards were very high for this program, and consisted of approx. two years of school/training before the first fleet assignment. The enlisted program for the nuke program consisted of four phases following completion of boot camp. These included: 1) "A" school (16-32 weeks depending on whether the recruit is selected for machinist's mate, electricians mate or electronics technician), 2) Nuclear Power School (6 months duration), 3) Nuclear- Reactor Prototype Training (training in operation and standing watch on an actual naval land-based nuclear reactor for. approx. 24 weeks), and 4) Submarine School (3 to 4 months in length).

Normal color perception is a physical requirement for entry into many military technical programs. Although not colorblind by FAA standards (he later got his private pilot without restrictions), he was found to be colorblind by military standards early in the program. Bill said there are a lot more of those numbered- color patterns used during military physicals, and they turn those pages much faster than civilians do. Although he had the option of staying in the Navy and picking another program, his heart was set on the nuke program so he chose to leave ending a 90-day naval career.

Please Pay RAA 2017 -2018 Membership Dues!

RAA membership dues are payable in June for 2017-2018. Our member dues are used to promote our airport and general aviation. **Almost all of it** gets used for fun events and expenses. Almost all of the remaining RAA monies are donated to Toys for Tots at the end of the year.

We hear all the time that we are doing a good job, so you would think members would support our mission by paying dues of \$10 per year. Yet in 2016, only 37 of our 141 members coughed up \$10.00 to support the RAA. We are sure that even less write a check to Calpilots for \$35.00.

If you are serious about the RAA's advocacy efforts for REI you can help by paying your member dues. You can also help when we need volunteers from the airport community. **Remember, It's your airport. Get involved!**

If you haven't done so already, please complete the membership form below and return with your payment for 2017-2018 member dues. If you are a new member and want to join, please use the same form. You can join the RAA or renew your membership at an RAA meeting or by mailing the completed form with your check to:

Redlands Airport Association
1745 Sessums Dr. Ste. 1
Redlands, CA 92374-1907

The RAA and CalPilots are both 501(c)3 organizations. **Your dues and donations are tax deductible.** Thank you for your continued support!

Redlands Airport Association Membership Form

All member information is confidential

Name _____

Address: _____ City: _____ Zip: _____

Home Phone: (____) _____ Cell Phone: (____) _____

Email: _____

Please send your check for \$10.00 with the application to:

Redlands Airport Association
1745 Sessums Dr. Ste. 1
Redlands, CA 92374-1907

You may also join or renew at the monthly RAA meetings.



RAA Classified Ads & Advertising

1936 B17-L Beech Staggerwing, Serial # 58 N15485, AF TT 1200, Jacobs R755 245HP 110 SMOH, Hamilton Standard Prop 30 SMOH, Restored in 1964. All new glass, leather upholstery, electrical, control cables, fuel system, oil pump and starter OH in 2011. 50A Jasco alternator, KY 197 Comm. and Narco 120 Comm., ARC 459A Transponder, AR 850 encoder. Intervox AA80 4pl intercom, Artex 110-4 ELT, Electronic ignition STC, JPI Fuel flow monitor. 145K or best offer. John K. 909-792-8868

FOR SALE

Modified Lake Amphibian Project, qualifies as experimental homebuilt. Fuselage is 4.75" wider and 42" longer than the original LA-4. This can be a 4 or 6 seat aircraft.

4 x 12 foot Sheet 2024 T3 aluminum (1ea. .016 and 4ea. .025)

1 sheet, 5052 gas tank material

6061 T6 needed for nose gear doors

New hi-strength spars (need assembled)

4130 steel tube for the longer main gear legs

I have most of the 1968 Lake LA-4 that I started with in a disassembled state, with log. I also have the original instruments and Narco Mark 12A radio, strobe and nav lights.

Also included are most of the rivets, nut plates needed to finish and many bolts and other hardware.

There are drawings for control systems and pylon drawings for a Lycoming 540 eng.

A Hartzell tractor prop with 205 hrs. since new.

Fuselage parts were coated with epoxy chromate and all watertight seams sealed with E-6000.

\$4,000 OBO

Contact: Stephen Krage

amphib2@verizon.net



ZAON XRX Portable Collision Avoidance System



EXCELLENT CONDITION \$500 OR BEST OFFER

CONTACT: LARRY RICE 909 283 8297

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(909) 794-5642
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Larry Rice, CFII
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909 283-8297
909 790-9022
larry_rice@verizon.net

Airplane and Instrument Instruction ✈️ Single and Multi engine
Ground Instruction ✈️ BFR, VFR and IFR Currency Training

If you are an individual and you have an aviation item or service for sale or you wish to advertise your aviation related business we will be glad to publish it in our next newsletter. We publish quarterly, so next newsletter will be out in June 2016. Ads are published at no cost to RAA members that are current on membership dues.

Redlands Airport Association

1745 Sessums
Suite 1
Redlands, CA 92374
E-mail:

Redlands.Airport.Association@gmail.com

On the web:

WWW.RAACP.Org



Ted Gablin	President
Steve Willer	Vice-President
Ensen Mason	Treasurer
Cindy Gablin	Secretary
Dennis Brown	Safety Officer
James Hoyt	Director
Philip Ensley	Director

Upcoming Airport Events

National Aviation Day Celebration - August 19, 2017

Stuff a Plane with Toys For Tots - November 4, 2017

Sunday Morning REI Breakfast Club- VFR Sunday Mornings at 7am.

Meet at the REI public lobby. Contact Allan Nimmo if you have questions via email at: Info@AntiSplatAero.com

Important Meetings

The Redlands Airport Association meets monthly on the 4th Wednesday of the month at 6pm in the public lobby at REI

Redlands City Council meets 1st and 3rd Tuesdays of the month at 6pm. Agendas are posted 72 hours in advance for City Council meetings and Planning Commission meetings. Link for agendas and videos of previous meetings: <http://70.40.217.219/councilvideo>

Redlands Airport Advisory Board meets the 1st Wednesday of every month at 5:30pm alternating between the Redlands City Council Chambers and the airport public lobby.

It's Your Airport Get Involved !!!!!

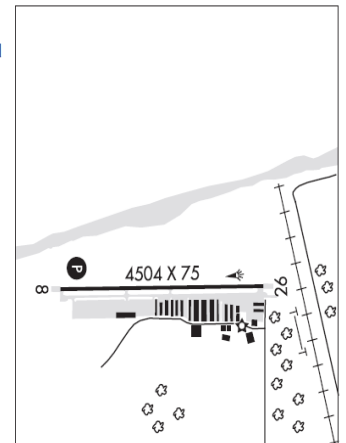


About Our Organization...

"The purpose of the RAA shall be to deal with current and future issues of interest to the pilot and aviation community at the Redlands Municipal Airport."

REDLANDS MUNI (REI)(KREI) 2 NE UTC-8(-7DT) N34°05.12' W117°08.78'
1574 B S4 FUEL 100LL OX 1,2 TPA—2503(929) NOTAM FILE RAL
RWY 08-26: H4504X75 (ASPH) S-12.5 MIRL 2.3% up E
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Fence.
RWY 26: REIL. Trees. Rgt ttc.
AIRPORT REMARKS: Attended 1600-0100Z†. Self serve 100LL fuel avbl 24-7. ACTIVATE MIRL Rwy 08-26, REIL Rwy 08, REIL Rwy 26 and PAPI Rwy 08—CTAF.
AIRPORT MANAGER: 909-798-7655
COMMUNICATIONS: CTAF/AUNICOM 123.05
® **SOCAL APP/DEP CON** 127.25
CLNC DEL For clnc del call Socal App 800-448-3724.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.
PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 047° 21.6 NM to fld. 1432/15E.
VORTAC unusable:
130°-145° byd 25 NM blo 5,000'
145°-190° blo 8,000'
190°-230° blo 10,000'
310°-325° byd 35 NM blo 10,900'
325°-345° byd 25 NM blo 11,500'
345°-360° byd 35 NM blo 10,500'
VOR portion unusable:
145°-190° byd 25 NM blo 10,000'
145°-190° byd 39 NM blo 13,500'

LOS ANGELES
COPTER
L-4H, 7C, A
IAP



Not for Navigation