

Redlands Airport Association

Issue #1; July-August 2014

Redlands, CA



RAA:



First of all, thanks for tuning in to the official newsletter of the RAA, where you will be able to find much pertinent information as to the on goings of the Redlands Municipal Airport (KREI).

The mission statement of the RAA, which will be amended soon, will always be present on the first page of this newsletter:

“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.”

In This Issue:

- RAA Press Release
- The “Stockpile”
- Airport Master Plan
- Safety Message
- Much, much more!

Welcome!

It is exciting, and a pleasure, to be a part of the newly formed RAA! The real truth is, we have a lot of work to do! The amount of information we must consume to be an effective advocate for the airport is truly amazing. It is of no surprise however, that a government run entity would contain vast amounts of paperwork, portals to accomplish varying tasks, and several different branches and panels of local, county, state and federal government boards, committees, directors, managers.....ok, are you getting the point!?! Several members are working very hard right now to accomplish that task. Thanks!

This newsletter will be one avenue of information for our members, prospective members, and guests to learn about what it is WE do, and what the issues at hand are. All are welcome to submit information, articles, and pictures. All newsletters submissions (including mine) will be screened and approved via the Executive Committee. Most of the information the group needs will be broken down and explained in laymen's terms.

So, enjoy the first newsletter, and please send me feedback, corrections, or a personal note.

Douglas Williams

rubidug@yahoo.com

President's NOTAM: A message from the President of the RAA



YOUR RAA:

The RAA was formed on June 21st, 2014 in the Redlands Airport Terminal Building by those with a common interest of improving and preserving the Redlands Municipal Airport and the community in which it serves.

YOUR Executive Committee:

President: Ted Gablin

Vice-President: Lloyd Roberts

Treasurer: Vacant

Secretary: Cindy Gablin

Member at Large - Safety Officer:

Denny Brown

Public Information Officer (PIO): Jim Hoyt

Government Contact: Steve Willer

Newsletter Editor: Douglas Williams



To All Members of the Redlands Airport Community,

Please enjoy our 1st newsletter. It is our intent to use our newsletter to communicate relevant issues we are dealing with as an aviation community at REI on as needed basis. This newsletter will also be a vehicle to communicate events and activities at the airport and to inform and educate our members of regulatory and legislative issues affecting our use of REI. We are new at this so your thoughts and feedback are welcome.

The idea of creating an airport advocacy group came from our friends at the AOPA when they were apprised of some of the issues we were dealing with at our airport. We have had a couple of really good meetings with members of our airport community. We had guests at our last meeting from the City of Redlands Quality of Life Department. Thank you to Erik Reeves and Dale McCue for taking time to meet with us on a Sunday to listen to our concerns!!!! We hope this continues as we do want to work in partnership with the City of Redlands.

We have been busy since we formed on 6-21-14. In addition to organizing our association we are dealing with a huge safety issue impacting the airport. You will read about it in this issue.

We are sensing considerable interest and hearing good feedback from our "members" on our efforts. We are off to a great start and that energy is helping us to move forward with our intentions to:

- Be an advocacy group for the airport and its users, to deal with issues affecting the viability of the airport.
- Build public support for REI
- Foster positive working relationships and be the one voice for our airport community via two way communication with city, county, state and federal government agencies
- Be a fair representative group of the aviation community that exists at the Redlands Municipal Airport.
- Host social events and other activities to promote the Redlands Municipal Airport and its aviation community.
- Preserve our freedoms to use and enjoy REI
- Support existing REI business and work to attract new businesses
- Perform volunteer work at REI to improve the airport

So how do you accomplish these things? The key is we need to be a true association. This requires us to work as a group. We need our members involvement in our operation so we can truly be the advocacy group for the airport and it's users. Apathy is not the way, and there is strength in numbers.

We are not the first airport advocacy group in the U.S. We are finding many. The successful ones with engaged membership have called attention to the value of their airports in the community. An airport can be an economic engine to the community an aviation inspiration to young people and a portal to a city. Once this is recognized an airport becomes an important element of the community

Please stay engaged and work with us as we move forward to make REI all it can be.

Ted Gablin

President,

Redlands Airport Association

redlands.airport.association@gmail.com

PRESS RELEASE

FOR IMMEDIATE RELEASE

REDLANDS AIRPORT USERS FORM ALLIANCE

June 21 2014, Redlands Airport (KREI) Redlands, CA

On Saturday June 21 2014, a group of more than 25 users of Redlands Airport (KREI) came together in a 2-hour long meeting to form the REDLANDS AIRPORT ASSOCIATION. The group consists of pilots (professionals and students), airplane and helicopter owners, aircraft builders, business stakeholders, aircraft hangar owners and renters. Those in attendance included representatives from the Experimental Aircraft Association Chapter 845, the Aircraft Owners and Pilots Association, the Redlands Flying Club, the Redlands Airport Advisory Board, San Bernardino Valley College Aeronautics Department, Federal Aviation Administration Safety Team, Redlands Aviation, Redlands Aerosports, Aero Tech Academy, Always Air Aviation, and the San Bernardino County Airport Commission.

The mood was enthusiastic as the group moved through the process of drafting the charter for the Association, developing the by-laws, mission statement, and finishing the meeting with the election of officers.

Dennis Brown, a professional pilot who has been actively involved at Redlands Airport for over 40 years said, "This is wonderful! I don't know why we haven't done this before."

The REDLANDS AIRPORT ASSOCIATION is a representative group of the aviation community that exists at the Redlands Municipal Airport. Their mission is to advocate for the airport and its users and to deal with issues affecting the viability of the airport. The group hopes to foster positive working relationships with city, county, state and federal government agencies. The group also plans on hosting social events and other activities to promote the Redlands airport and its aviation community.

Those interested in supporting the mission of the Redlands Aviation Association can attend the regularly scheduled meetings held at the airport's public lobby on the third Sunday of each month from 3:00 to 4:30 p.m.

Contact:

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James Hoyt

Media contact

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(enter scary music...)

The “STOCKPILE”

By Ted Gablin



HISTORY/DESCRIPTION:

The excavation, grading and construction activity going on the east end of the field primarily associated with the construction of the "Phase 2 East Branch Extension," a California State Water Project. This project is being built by the California Department of Water Resources Project (CDWR). The work is occurring outside of Redlands City limits. If you have the time, the East Branch Extension Project is described on Page 3 of this CDWR publication:

http://www.water.ca.gov/pubs/dwrnews/dwr_news_people_spring_summer_2011/dwr_news_people_spring_summer_2011.pdf

We are hearing the planning for this project occurred years ago. The CDWR East Branch Extension project is a very necessary water infrastructure project for our area. It will feed the growing development in Calimesa and Beaumont.

The new reservoir (Citrus Reservoir) is approximately ½ mile from the airport. This reservoir will undoubtedly attract waterfowl that are a hazard to aircraft operation. The California Airport Planning Land Use Handbook calls attention to the FAA's guidance on separation criteria for potential wildlife hazard attractants within FAA Advisory Circular 150/5200-33B, "Wildlife Hazard Attractants on and Near Airports". The guidance provides for a 5000' minimum separation distance between the airport operation area and the wildlife area attractant, the reservoir.

With this in mind, we are not sure of how a reservoir got permitted and constructed within a ½ mile of the airport operation area. Why did the State of California plan a reservoir closer than the recommended distances specified in the "The California Airport Planning Land Use Handbook" published by the State of California Department of Transportation? Did the City of Redlands document concerns regarding the reservoir location in the request for comments that are part of the EIR report prepared for the CDWR project?

This original stockpile off the approach end of Runway 26 is the soil removed for the Citrus reservoir associated with the project. Numerous airport users made issue of the stockpile and the obstacle hazard it created in early 2013 to Caltrans, The City of Redlands and the FAA. Caltrans, as a temporary measure, ordered the contractor to grade the slope to a 7:1 grade in early 2013. The contractor complied (see google map picture). With a requested extension, CDWR's contractor committed to Caltrans to remove the stockpile by November 2014.

CDWR's contractor then sold /transferred ownership of this material to the property owner where it is stockpiled. It is assumed this transaction was done to avoid the obligation and costs associated with hauling this large volume of excavation material to another site.

A screening plant to separate rock from soil was erected in early July 2014 by the property owner that acquired the stockpile. The screening plant was originally erected on the toe of the 7:1 slope in the N/W corner of the stockpile. As the material in the stockpile is being excavated the screening plant is being moved south, away from the runway.

Excavation material from this operation is now being placed on top of the "temporary" stockpile that is/was scheduled to be removed from in the vicinity of the approach end of Runway 26 by November this year. It's higher than the temporary elevation agreed upon last year by the contractor and Caltrans Dept. of Aeronautics. The material increasing in height is primarily the rocks being separated from the sand that the property owner is selling. We are hearing the rocks are not as marketable as the sand. The rocks are being stacked in the established Runway Protection Zone (RPZ) for Runway 26 at REI. The rock piles are joined by a portable restroom, EZ-Up structure, picnic table and chairs. Most of this is higher than the temporary elevation agreed upon last year by the contractor and Caltrans Dept. of Aeronautics.

CDWR is also excavating for The Mentone Pipeline South. This is the excavation that crosses the Santa Ana River wash north of the runway 26 C/L extended. There are berms, cranes and heavy equipment associated with this work. What this will look like after construction is not known.

The potential for obstacle issues in the Runway 26 RPZ was noted in the Redlands Municipal Airport 2008 Master Plan. Consultants that authored this approved plan recommended the City of Redlands should investigate purchasing 7-9 acres of property east of the airport to have positive control of the Runway 26 RPZ.

EFFORTS:

Letters and phone calls to the following agencies from many concerned airport users and RAA members too:

- The City of Redlands
- Cal Trans Department of Aeronautics (they have been here from Sacramento twice and are planning a possible third trip this week)
- Federal Aviation Administration
- California Water Board
- California Department of Water Resources (Call not returned)
- AOPA
- California Pilots Association

UNKNOWN:

- Has the County of San Bernardino been made aware of the hazards to airport operations at REI?
- Is CDWR aware that one of their contractors transferred ownership of the stockpile?
- Has the property owner that acquired the stockpile obtained the necessary county permits for operation of the screening plant?
- Has the property owner requested an obstruction evaluation from the FAA?
- Has either the property owner or CDWR filed the necessary paperwork with the FAA to perform the work we are seeing within the RPZ?

RESULTS:

On-going. Personnel from the City of Redlands Quality of Life Department will be having a meeting this week with Cal Trans and the County of San Bernardino at the site. Mr. Cardenas committed to provide information gleaned from the site meeting this week to the Redlands Airport Community. More to come on this issue...



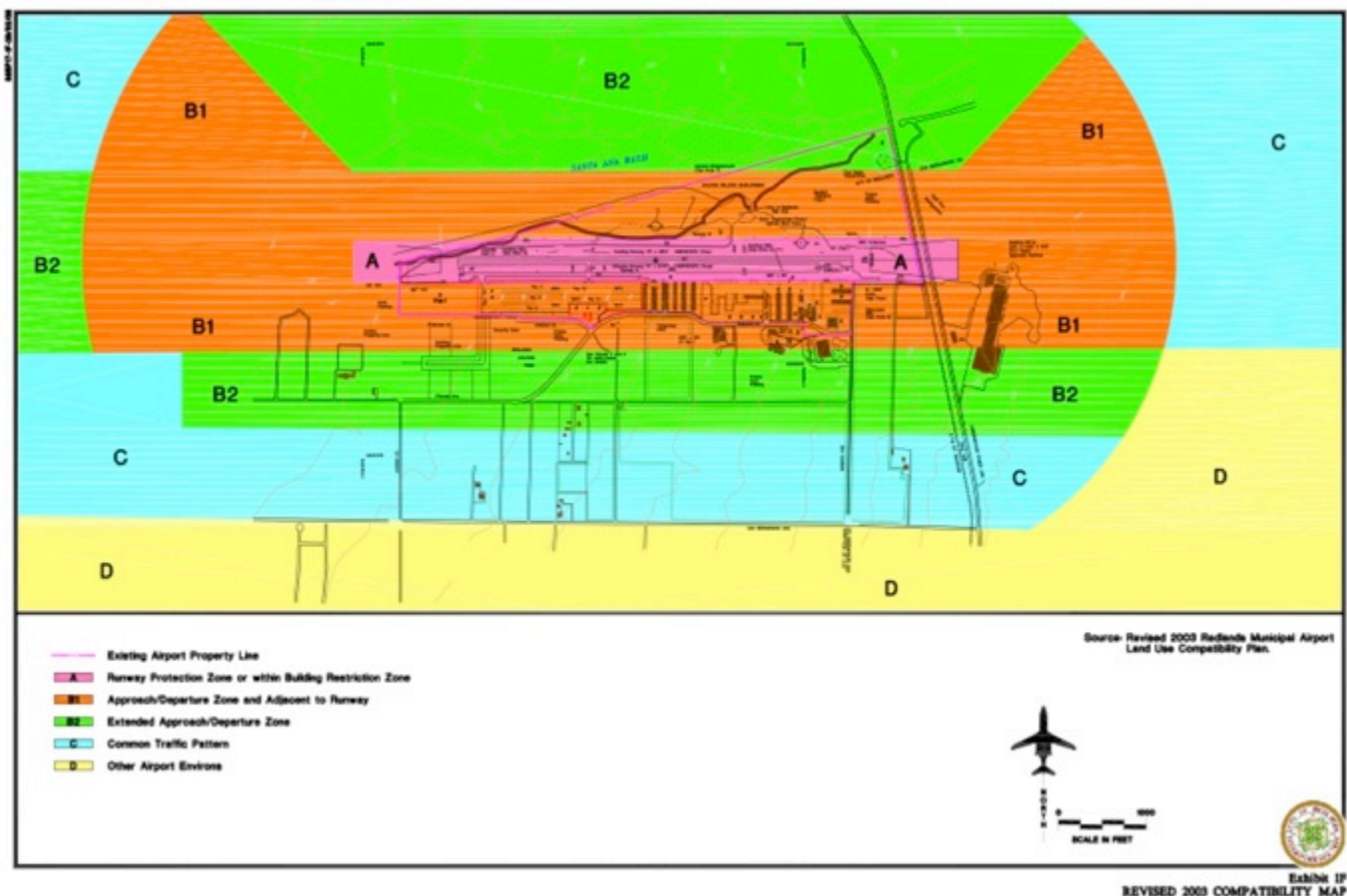
The Redlands Airport Master Plan

In 2007, the City of Redlands commissioned Coffman Associates, Inc. to complete a new (current at the time was 1991) master plan. A new master plan was then released in 2008. This master plan was great in its time, but just does not work in today's world. First, the economy has changed significantly since then, especially in the aircraft industry. The current estimates at the time (2008) stated there were 224 based aircraft on the field. Projections for 2014-18 would show 285 aircraft. Today's number is estimated to be 175. This includes 150 as listed on FAA Airport Master Record (7/24/14), and approximately 25 from Rialto Airport (RAA estimates).

The other issues stem from the fact that some improvements have been made, while not necessarily the ones that the master plan suggests. Truly, a new master plan is needed. However, we can still use quite a bit of information from the 2008 master plan to help us in our challenges. Here are a few examples: Runway Protection Zone (RPZ) terminology, suggestions, and implementation; plans for taxiway markings, a wash rack and fuel farm/storage suggestions, etc.

The Master Plan itself is broken down into five parts: Inventory, Forecasts, Facility Requirements, Airport Development Alternatives, and finally Recommended Master Plan & Capitol Program.

Inventory: This pretty much speaks for itself. They describe the facilities, their condition, including the runways, taxiways, parking ramps, etc. They also go into detail concerning the community, and the airport within close vicinity. Climate, land use, population, etc. Of special note is the Airport Land Use Compatibility Plan (ALUCP). See graphic below:



They also discuss the fact that the airport already has a park that has passed zoning approval. It is located on the west side of the airport. Its called Redlands Aviation Park (quite creative, I know~).

TABLE 2L Based Aircraft Forecast Summary Redlands Municipal Airport					
	2006	2011	2016	2021	2026
Market Share of San Bernardino County Registered Aircraft					
Constant Market Share		252	273	290	308
Increasing Market Share		257	289	318	353
Aircraft Per 1,000 Residents (Primary Service Area)					
Constant Ratio Projection		231	240	248	256
Increasing Ratio Projection		252	283	316	350
<i>FAA Terminal Area Forecast</i>		221	221	221	N/A
Preferred Planning Forecast	221	255	285	310	350

Section three, Facility Requirements, speaks to the predictions of section two, and the future facility needs that the airport will require. They determined that the runway direction, length, strength, and separation were all adequate. They recommend adding two more taxiways for exiting the runway. Runway lighting, marking and signage were all fine. They made note that there is no helipad, and one is needed. Hangars and parking are also discussed. Of note is the paragraph about a wash rack in this section. Finally security is discussed.

Section four, Airport Alternatives, discusses how and what to implement via section three's recommendations. Multiple scenarios are presented, with the alterations depending upon physical need. Again, everything written here is dependent upon the economic predictions made in section two. Here are some of the objected as listed:

- ✓To preserve and protect public and private investments in existing airport facilities.
- ✓To develop a safe, attractive, and efficient aviation facility in accordance with applicable federal, state, and local regulations.
- ✓To develop a balanced facility that is responsive to the current and long term needs of all general aviation users.
- ✓To be reflective and supportive of the City of Redlands General Plan – 1995.
- ✓To develop a facility with a focus on self-sufficiency in both operational and developmental cost recovery.
- ✓To ensure that future development is environmentally compatible.

Three construction alternatives are presented, A, B, and C for the airfield. In terms of the landside needs, discussed are: a public terminal, hangars and storage, helicopter ops, a wash rack, a maintenance facility, fuel storage, an air traffic control tower (!), access, and development. And, four alternatives are supplied, to be used depending on the economy and needs of the airfield.

See the following graphic on development considerations:

Airport Development Considerations

- New taxiway designations
- Add two exit taxiways
- Clear Object Free Area (OFA) and Obstacle Free Zone (OFZ)
- Northside parallel taxiway
- Land acquisition to protect runway protection zone
- Non-precision runway markings
- Clear Runway 26 approach surface

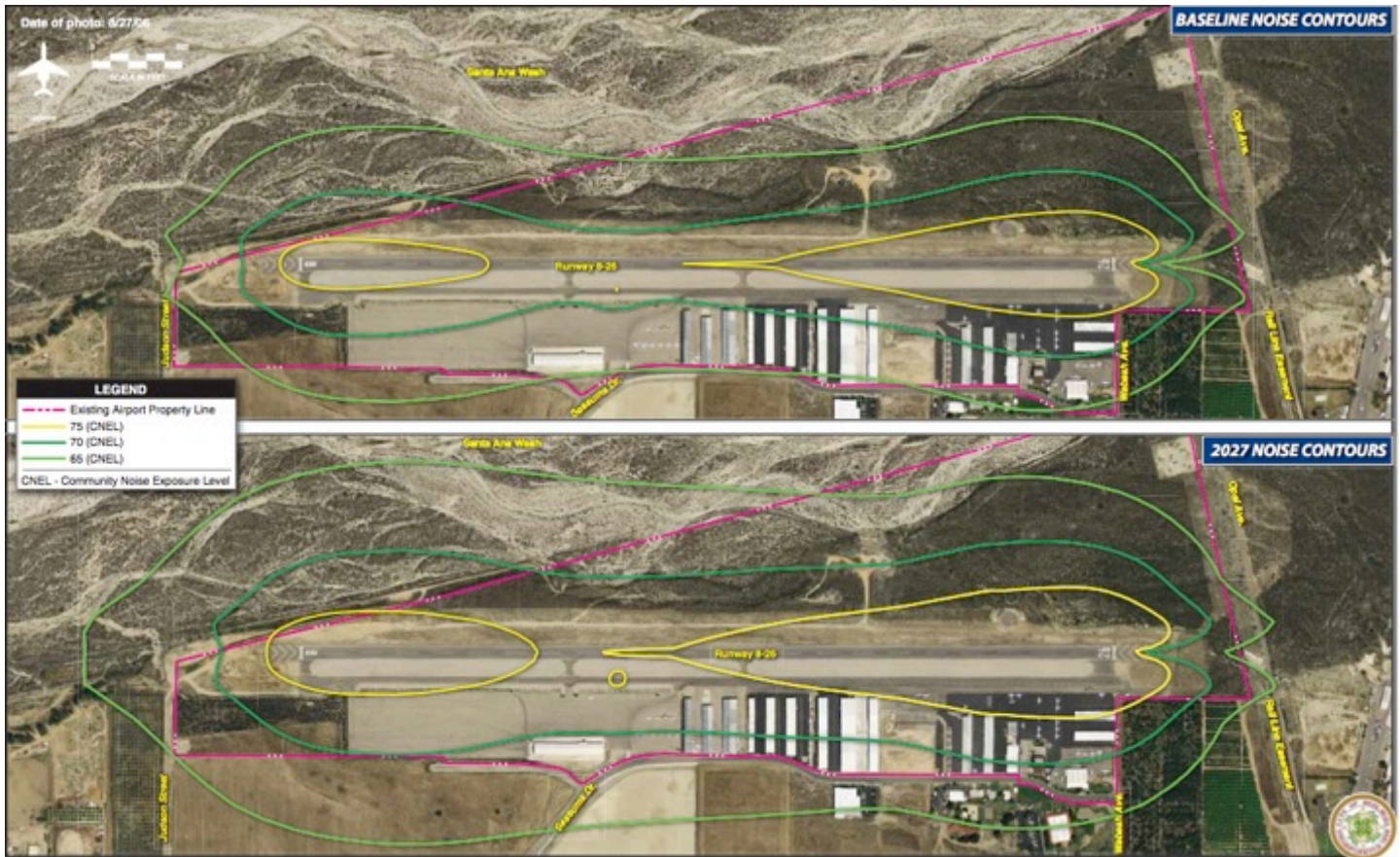


Landside Development Considerations

- Provide for new T-hangar development
- Provide for new box hangar development
- Provide for new conventional hangar development
- Wash rack location
- Expanded vehicle parking
- Expanded terminal facilities
- Consolidated fuel storage location
- Airport maintenance building location
- "Through the fence" operations and requirements
- Helipad location
- Airport traffic control tower location



Finally, in section 5, they discuss how to implement these projects, and how to find the grants and funds necessary to pay for these projects. With any new construction in CA, there are many things that need to be accomplished before the first shovel hits the dirt. One of those is an environmental review. This is discussed in this section. It also talks about air quality, and noise related factors. This section provides a nice illustration of the community noise exposure levels:



Also discussed is the fact that the airport lies next to the Santa Ana River, and part of the runway is already in the 100-year flood plain.

According to the report, in 2008 the cost of these additions would be \$27.3 million. It is broken down into sections according to the possibility of acquiring funds from the various governmental agencies. Roughly, it works out like this:

Total Cost	Federal	State (CALTRANS)	Local
\$27,289,700.00	\$23,195,340.00	\$570,930.00	\$3,523,430.00

The avenues by which the money is accumulated are then explored. Also suggested is a way in which implementation could happen over phases. The City Council approved this master plan 11/18/2008.

Overall, the master plan is well done. It takes a good picture of the airport and community, and offers many proven suggestions that would be beneficial in maintaining the current status of the airport, and growing and expanding the airport in the future. Unfortunately, because of the economic collapse of 2008, the predictions in the plan do not represent actual circumstances. For this plan to be valid, the city would need to hire the company to do another, more current master plan.

(All graphics and information courtesy of the 2008 Redlands Airport Master Plan)

[To pick up a copy of the master plan, send us an email. Note: it is too large to send via email; its n a CD]

A Safety Message

From our Safety Coordinator, Denny Brown

Fellow Redlands Airport Association Members,

I have been requested to write a safety article on the subject of my choosing. This may be a monthly column, depending on the response from the membership. I do not consider myself a good writer, but I will give it the “old college try”, (old being the operative word).

Coincidentally, I think that could make a very good topic. How many have heard the axiom, “There are old pilots and there are bold pilots, but there are no old, bold pilots”. There is a lot of truth to this saying. Comments that a pilot makes like, “I think I’ll try to _____ (fill in the blank)....perform this maneuver, run this scud, fly into the fog to VFR on top.....” There are a million things you may have heard. The comment may be based on pressures like, “I have to get my wife there, her family is waiting.” Or wishful thinking like, “I just want to see if I can do it.” Or, no thinking like, “watch this!” My first question upon hearing these statements is, what is the best that can happen and what is the worst that can happen? If you ask this simple question, you may save yourself an embarrassment, a broken airplane, or something worse!

Aeronautical Decision Making (ADM) is one of my favorite topics for the Flight Review. What makes a safe pilot? In AC 60-22, he/she is defined as “an emotionally stable person who can accept the fact that he/she is in possession of all facts or skills for all situations and be willing to accept the recommendations of those who specialize in evaluation, assessing and administering aviation procedures.” Consider the essence of this statement. In possession of all facts or skills: these could be weather briefing, instrument competency, aerobatic training.....whatever the task requires to be attempted. Willing to accept recommendations: acknowledging another source of input offered with your best interest at heart. Weighing all the options is always the right model for decision making. Assessing if you have the right training and currency sets the tone for how you conduct the flight. Your final GO/NO GO decision should be based on all the observations and information you possess.

Age seems to temper everything. I think it is part of being in the crucible of life. Make good decisions, about your life, about your health, about your flying and you too may grow up to be an “old pilot”!



Dennis Brown, flying since 1967, is a CFI based at Redlands Municipal Airport. His credential includes being the Safety Officer for the Biplane Class at the Reno National Championship Air Races, a former race pilot, an aerobatic instructor, a former airshow pilot, an airshow producer, an aircraft builder, and a general aviation advocate.

dennis.brown.race29@gmail.com

Photo courtesy westwindaviation.com

It's Tax Time for Some Aircraft Owners Based at REI

By Ted Gablin

California law requires an annual property tax on all aircraft based on the appraised value. The tax is paid to the county where the aircraft is located on the (lien date) January 1. Those of us with aircraft based at Redlands and having newer aircraft that do not qualify for a Historical Aircraft Exemption, pay property tax to San Bernardino County.

If you are lucky enough to have an aircraft that warrants a tax bill, you probably received your property tax bill for July 1, 2014 thru July 1, 2015. You may want to check your assessed personal property tax value on this bill to validate if it is a fair value.

I received mine this year and the appraiser increased the value of my experimental aircraft 14% over last year's assessed value. I wish it was true, but unfortunately experimental aircraft do not increase in value to that magnitude.

The County assessor determines aircraft values by several different approaches including a review of the purchase price, purchase date, sales of comparable property, and other market data. It is important for aircraft owners to complete the annual property statement with the most current data about the property for the Assessor to make a more informed valuation.

Our assessor is willing to entertain challenges to an aircraft assessed value. I have sent him my challenge. There is also a formal process to appeal an assessed valuation. It will cost you \$45 to file an appeal and you will have to go to court to prove your case. More information can be located on the San Bernardino County Assessors web page:

<http://cms.sbcounty.gov/assessor/BoatsAircraft.aspx>

By the way, in my conversation with the assessor, he stated 1-7% of the collected taxes goes back to REI.

Density Altitude...You're Higher Than You Think

Flying Into Big Bear

by Gary Buscombe

Imagine, for a moment, a bulldozed, crude runway on a ridge just a few hundred feet below the summit of 11,502' Mt. San Gorgonio, the highest point in southern California. On a hot summer's day, a takeoff at nearby 6,750' Big Bear Airport can sometimes be equivalent to that imaginary high-altitude runway due to a phenomenon called "density altitude."

But unlike the barren, treeless landscape of that towering peak, Big Bear Valley is circled by mountains in all quadrants, with tall trees near the end of mile-long runway 08, creating a hazard to pilots who overestimate their airplane's ability to clear those obstacles. Warmed-air molecules expand, making the air "thin" and will generally affect your plane's performance. Density altitude is simply a measure of air density.

Hot...humid...high, or all three. What can a concerned pilot do? Anticipating a potential density altitude problem, he or she should carefully check the plane's performance tables in the operating handbook to be certain the craft will have sufficient runway to lift off and climb without encountering trees or mountainous terrain. Remember, standard air temperature for your computations is only 36 degrees Fahrenheit (2° C) in this mountain valley, not the normal 59 degrees Fahrenheit (15° C) of sea level flying. That means any outside ambient air temperature over 36 degrees will increase the density altitude over the field elevation of 6,750'.

Off-loading some baggage could help. It is estimated that a 200 pound reduction in gross weight will buy 500 more feet of runway. Summer mornings are much cooler than afternoons in the mountains and smart pilots will begin their flights just after sunrise and their first cup of coffee. Cold air is dense; the engine will develop its potential horsepower sooner and the wings will create the needed lift earlier at standard or cooler temperatures. Remember sunglasses, though, for eastbound journeys; the early morning sun will be blindingly bright in your eyes. Taking on less fuel is another way to limit gross weight. When you figure that your takeoff might require 2-3 times your needed sea-level length of runway and your climb rate is about one-half, every weight savings helps. Lastly, you could always cancel your flight and remain safely on the ground if conditions warrant it.

At both ends of Big Bear's runways, 26 and 08, are warning signs that cannot be ignored! LEAN ENGINE FOR BEST PERFORMANCE. Also, the AWOS (Automatic Weather Observation System) on the field announces the density altitude during its report, which can be heard on 135.925 on the ground before takeoff, or when approaching the valley in the air.

The combination of full fuel tanks, passengers, baggage, 80-95 degree outside air temperature, and a still-rich mixture setting is a scenario of impending disaster. Even distant obstructions must be taken into account on a high density altitude day in Big Bear. Entering strong downdrafts is not uncommon just after you begin your climbout.

"Ground effect," riding that cushion of air under a wing just above the runway, will temporarily lull you into thinking you are safely airborne. Very soon, however, that illusion vanishes as the weight of your airplane causes you to settle back to the asphalt rather than continue to climb into the sky. Only a hastily-aborted takeoff or a quick nose-down attitude to regain sufficient airspeed will save you from running out of runway or a stall.

The hottest months in Big Bear (June, July, and August) are the most likely time for pilots to encounter high density altitudes at the airport.

During these summer months some planes seemingly take off, only to settle back down onto the runway. The pilot may jerk back the power, but invariably run off the asphalt and into the fences at either end; some hit so hard trying to abort that they blow their nosewheel tires.

The worst case remembered involved a Cherokee 140. It was a hot afternoon when three large men climbed aboard and attempted a takeoff in 1988. Eyewitnesses said later the craft climbed fifty feet above the runway, then sank. The pilot pulled back on the yoke and the plane would temporarily climb, then sink again, not ready to fly. Finally, he pulled the nose up so high, barely clearing the trees, that it rose almost vertically, then stalled and spun into the ground. Only the pilot survived the crash.

The effects of higher-than-normal density altitude do not discriminate between single-engine planes and the more powerful twins. Loss of an engine on takeoff in a twin may not allow a plane to fly safely on one engine at high density altitude.

Upcoming Dates and Events:

- 🌈 August 17th, RAA General Meeting 1500
- 🌈 September 21st, General Meeting 1500
- 🌈 September 27th, EAA845 Young Eagles 0800
- 🌈 October 19th, General Meeting 1500
- 🌈 November 16th, General Meeting 1500
- 🌈 December 20th, EAA845 Christmas Party 1800
- 🌈 December 21st, General Meeting 1500



The Redlands Airport Association meets every 3rd Sunday at 1500 in the Redlands Terminal Building at 1745 Sessums Drive Redlands, CA 92374

“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 Airport Association

Redlands.airport.association@gmail.com
Redlands, CA

Redlands City Council meets 1st and 3rd Tuesdays of the month. 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 at 1700 on the 1st Wednesday of every even-numbered month at the Redlands City Council Chambers.

