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Volume 4, Issue 3

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
CA Tax Exemptions For Aircraft	5
REI Budget Mystery	7
FAA Opinion on Preflight Requirements	8
Role of Caltrans Aero	10
Toys 4 Tots	13
Redlands PD Air Unit	16
And More....	

Presidents Letter

By RAA President Ted Gablin

The AAB asked for our input on action items for their 5-year plan. There are many airport issues requiring their attention. So, they have decided, it would be best to document them and assign each item a priority. So, they asked me to draft the RAA's list of airport issues that should be included in their list.

It didn't take long to identify the most important issue for their list. It was identified in the Airport Business Plan as something that should have been resolved in 2016. The City is supposed to work on **increasing communication and trust between the City and airport patrons.**

We believe there are still serious trust and communications issues between airport users and the City of Redlands. We believe the culture needs to change at the city to build trust and improve communication. It is our observation that city staff operates without input from airport users and the AAB on many major issues. We also see an attitude exhibited by the City Manager that he knows everything about managing an airport based upon his previous experience at Love Field, TX. We see this when directives are issued by the city counter to the advice of the AAB or well credentialed airport users.

That attitude also seems to exist within the Quality of Life Department at the city. Their staff issues communications and directives to airport users that many times are detrimental to the economic viability of the airport and contrary to FAA requirements.

City staff has neglected critical issues that have impacted the airport such as the obstacle and the Citrus reservoir. They have been slow to act on maintenance issues and ignore improvements that will increase the value of the airport to the community. The continued deteriorated condition of the lobby is a prime example.

The AAB has been a party to this over the years. The AAB is supposed to act 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. Yet, they have been bypassed many times on major staff initiatives involving the airport. Most recently they were not consulted before staff ordered engineering for a self-service fueling station limited to 100LL fuel.

The AAB was also bypassed when City staff wanted to approve incompatible residential land uses around the airport. They have not been utilized by the City as the Airport Land Use Commission even though the members possess the most experience to act in this regard.

The Mayor and City Council exacerbate this situation because they have allowed the City Manager and executive staff to operate in this manner. So, members of the AAB are supposed to meet with the Mayor and City Manager and any other senior staff at the City of Redlands to address their role at the City of Redlands. If this situation cannot be resolved it will be difficult for the airport users and the AAB to work collaboratively with city staff to improve the airport.

Update on Airport Issues

Update on Diversified Pacific Code Enforcement Issue

Diversified Pacific began selling homes in its North Ranch development, which is north of San Bernardino Avenue and east of Judson Street, at the end of May this year. They opened the model complex without the required signage and marketing disclosures required by the City of Redlands Municipal Code. The violation was reported to Redlands Code Enforcement by the RAA. Additionally, news of the developer's blatant violation of City disclosure requirements was reported by the RAA to the Redlands Daily Facts (RDF).

Sandra Emerson, RDF, investigated the RAA concerns and wrote an article that was published on July 12th. The article quoted Carl Baker at the City of Redlands stating Diversified Pacific Communities was cited by the city on June 12 for failing to post the required signage and marketing disclosures required for new residential developments within the Redlands airport influence area. It was also reported that shortly after being cited, Diversified Pacific posted a copy of the Airport Influence Area map in the sales office and included a notice in the leasing office as well as on marketing materials.

The sign below was placed at the entrance of the model complex on or around July 26th. We would like to see a few more, but we are glad Diversified is finally in compliance. A big thanks to City of Redlands Code Enforcement and the Redlands Daily Facts for the help!



AirFest 2018

Yes, Airfest 2017 was held just a few short months ago. But, Hangar 24 Brewery will be celebrating their 10th anniversary in 2018. So, they want to commemorate this milestone by holding a two-day AirFest at REI in 2018. Sue Cook reached out to

RAA president Ted Gablin on 8-24-17 to share the news. She stated that they are thinking it would be two identical shows. They also believe a 2-day event would be more enjoyable for our guests as it would not be as crowded. Some suggestions were made to Sue to get airport user support and to minimize the impact of a two-day event.

Airfest gets many people to our great little airport and they are not all attending for the beer. We are hoping that everyone can work together to make AirFest 2018 a success without too much disruption to airport operations.

Lobby Air Conditioning Replaced

On June 9, 2017, Will Hamilton notified all in a letter that the lobby A/C had failed and will require replacement. He asked for the airport community's patience as the costs for the estimated \$15k replacement are equally shared between the City and Redlands Aviation. Maintenance costs for this building are shared 50% between them and the City and the City pays the electric bill. Will also shared that the City's procurement policies for projects over \$5K require 3 bids and the need to hire a contractor that pays prevailing wage.

A City owned portable A/C unit was installed to provide some cooling during the almost three-month period that we waited for the City to go through the procurement process. It provided limited cooling though as it was not connected to the existing ductwork in the lobby. Jim Ott used some chairs to divert cool air into his office during that period. Will Hamilton was noticeably absent during his posted hours and we wonder if it was because his office would not receive any cooling from the portable unit.



Patience? Well he wasn't kidding. The replacement unit was installed at the end of August. Does anyone really believe that it would have took this long to replace the air conditioning system at the Redlands public library, community center or City Hall?

The new unit does a great job cooling the lobby, but the installers damaged the wall and ceiling installing the evaporator coil. These issues were reported to Will Hamilton and were corrected. On a brighter note the lobby water fountain was replaced by a city maintenance crew. A very modern unit was installed and is capable of refilling water bottles. Nice!

National Aviation Day and REI 70th Birthday Celebration at REI

On Saturday, August 19th, members of the RAA grilled burgers and hot dogs while EAA Chapter 845 took some potential future aviators on free airplane rides to celebrate National Aviation Day. A total of 33 children and 5 adults experienced flight courtesy of some generous EAA 845 pilots. Click on [photos](#) to see some more pictures from the event.

This was second year the RAA celebrated National Aviation Day. The holiday was created by proclamation in 1939 by President Franklin Roosevelt. The holiday coincides with the birthday of Orville Wright, one of the designer and pilots of the first successful airplane, the Wright Flyer.



This year's celebration also honored the 70th birthday of Redlands Municipal Airport. A special cake was made for the occasion and served to those in attendance.

The event was a success, but we didn't sell out of food as we hoped. We had great attendance from the local community, but we could have used a few more hungry pilots from REI to support the event. Maybe next time!

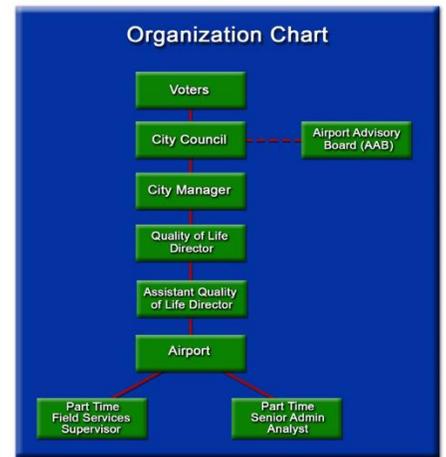
Thanks to all that helped us set-up, cook and serve. We had lots of help and that made this so much easier. We can't do things like this without member support!

Airport Advisory Board

Since May, the AAB has had five new members appointed to the seven-member panel. James Hoyt, was elected as chair, and John Loy was elected as vice-chair. The newest appointees to the board are Bob Botts and Robert Pierce. This AAB has a solid aviation knowledge base, and is actively engaged in resolving ongoing airport issues, while planning for the airport's future.

The AAB has been meeting monthly, as per the recommendation of the new Airport Business Plan. It has been diligently working on your behalf to advise the City Council on all matters pertaining to the administration, operation, development, improvement, and maintenance of the Redlands Municipal Airport. The board's advisory role is best depicted in this illustration.

Some issues that have been recently discussed by the AAB and acted upon by the city include having the lobby gate locked via keypad overnight, repainting (red) of the curb by the central gate, replacement of the runway 8 windsock with a regular replacement schedule, and expediting the replacement of the air conditioning system in the lobby. We sincerely appreciate all the work by city staff to complete these items.



At their last meeting on September 6th, items that were discussed included:

- Recognition of former chair Ingrid Biglow for her 8 years on the board. Todd Smith, Hangar 24 VP of Finance gave a presentation on Airfest 2017. He stated they had 14,758 guests at AirFest 2017, down about 1000 from 2016. They believe the heat impacted attendance. He stated Hangar 24 Charities has given away \$35,000 so far with more to come. Board member Ensen Mason asked for additional information concerning total event income and expenses. Todd stated he would provide that information to the board.
- Will Hamilton announced that the City had spent \$40K on preliminary engineering associated with the installation of a City owned self-service fueling station. He stated this would provide 100LL fuel. Board members expressed concern about the \$40,000 expenditure for design work for an additional fuel station at the airport without their input. RAA President Ted Gablin expressed his concerns about selling 100LL as compared to Jet A. He quoted some excerpts from the business plan that support a future supply of Jet A at REI.
- Board member Richard Johnson stated City personnel were currently installing a new keypad on the field gate adjacent to the lobby. Per Will Hamilton, the installation and signage with the exterior code would be complete and posted in a couple of weeks.

The AAB approved the following motions on September 6th

- Request an expansion of no parking zones on both sides of Sessums at the Central Gate. The recommendation will be reviewed by Quality of Life staff for next steps.
- AAB meeting times will be moved to 6PM.
- Request City staff to provide estimated costs and information about a marquis for the airport to be built with a donation from Hangar 24 Charities.

The board also directed members Bob Botts and Richard Johnson to create a Five-Year Action Plan to provide more focus to the many goals, objectives and issues associated with the Redlands Airport and that currently exist in the various Planning Documents, i.e., the Airport Master Plan and Airport Business Plan. This will be done to improve the efficiency of the board by prioritizing recommendations for action.



The AAB is continuing to focus on improving our airport. Agenda items have included working with the city to address long-term airport parking, safer ingress and egress at all gates, implementing the second phase of the airport lighting plan, and more transparency in airport budget issues.

You are encouraged to attend the AAB's monthly meetings, which are held on the first Wednesday of each month at 6:00 p.m. at the Redlands City Council chambers.

California Property Tax Exemptions for Aircraft

By RAA President, Ted Gablin

Want to save some money on your California aircraft property taxes? California offers a couple of property tax exemptions for aircraft. The information below was obtained from the California State Board of Equalization (BOE) website. Some of you may not be aware of these exemptions, or worse yet, you are using them incorrectly. So, we have included information in this article about these exemptions.

California has an "Aircraft Display Exemption" and it provides a property tax exemption for aircraft that is made available for display in an aerospace museum. To qualify for the exemption, the aircraft must have been available for public display in an aerospace museum for a minimum of 90 days or more during the 12-month period or in perpetuity before the lien date for the year the exemption is claimed. This is for aircraft currently certified or no longer airworthy.

PAYING TOO
MUCH PROPERTY



The more popular tax exemption for aircraft is the "Aircraft of Historical Significance Exemption". Google search "Aircraft Display Days" and you will see many airports in California that have monthly display days so owners can display their historical aircraft.

The BOE states an "Aircraft of Historical Significance" is any aircraft which is an original, restored, or replica of a heavier than air powered aircraft which is 35 years or older or any aircraft of a type or model of which there are fewer than five in number known to exist worldwide.

The exemption only applies if all the following conditions are met:

1. The assessee is an *individual owner* who does not hold the aircraft primarily for purposes of sale. An *individual owner* is a live person, not a legal entity such as a corporation or partnership.
2. The assessee does not use the aircraft for commercial purposes or general transportation.
3. The aircraft is *available for public display* at least 12 days during the 12-month period immediately preceding the lien date (January 1) for the year in which the exemption is claimed. If the aircraft was first made available for public display less than 12 days prior to the lien date, the exemption may be granted if the claimant certifies in writing that the aircraft will be made available for public display at least 12 days during the 12-month period commencing with the first day the property was made available for public display.

To apply for the Aircraft of Historical Significance Exemption, a claim form must be filed *each year* with the assessor of the county where the aircraft is located. As Redlands is in San Bernardino County you must file the claim form, [BOE-260-B, Claim for Exemption from Property Taxes of Aircraft of Historical Significance](#), with the San Bernardino County Assessor.

There is a \$35 fee charged by the assessor for the initial application for an exemption. If you claim this exemption you must complete the schedule of displays showing where the aircraft was displayed during the preceding calendar year and attach a certificate of attendance from the event coordinator of the event at which the aircraft was displayed. **Now you know why there are display days at California airports.**

For more information about these exemptions visit the San Bernardino County Assessors webpage about ["Watercraft and General Aircraft"](#)

I 
**SAVING
MONEY**

The REI Airport Budget Mystery

By RAA Treasurer, Ensen Mason

The RAA has done a lot to advocate for the airport and its users. But airport users, the Airport Advisory Board, the City Council, and citizens are completely in the dark about the financial picture. Who reading this knows how much money comes into the airport enterprise fund and how it's spent? The information isn't easy to find. I have had to ask at least three different city employees and still the information is elusive and opaque.

I am however making progress. I have learned that airport expenditures in 2015-16 were \$485,030 up from 265,503 in 2014-15, an increase of 83% in one year. The next question of course becomes why and where did that money go? The two main costs were salaries & benefits and legal & professional fees. In the tables below, I have detailed how much was spent on each and the breakdown.

Total people cost: \$107,105
4000 Full time salaries 65,451
4010 Overtime salaries 1,490
4015 Banked leave buy back 1,994
4051 Fica/Medicare 5,292
4053 Deferred compensation 345
4055 Health / Dental Insurance 9,303
4056 Workman's comp insurance 643
4057 Disability insurance 285
4058 Unemployment insurance 603
4059 Life insurance 69
4080 Vehicle allowances 29
4081 Eyecare Reimbursement 139
4084 Clothing cash payment 60
4085 Other taxable benefits 2,260
5451 Retiree Health insurance 19,142

Total legal/professional \$301,979
5140 Legal Services 58,250
5190 Other professional services 176,906
5870 General government service charge 57,274
5880 Special contractual services 9,549



The amount spent on legal & professional is an eye popping \$301,979. To find out more about the drivers of these two main expense categories, I have filed a Freedom of Information Act (FOIA) request with the city. I have asked for two things:

1. Retainer agreement or other documentation showing the scope of work for the legal fees billed to the airport enterprise fund for the 2015-16 year. I believe there were three.
2. Which employees had time & benefits billed against the airport enterprise fund.

I should be receiving the requested information soon and I will report what I learn in the next newsletter.



FAA Opinion Regarding 14 C.F.R. 91.103-Preflight Action

By RAA Member, Dave Guthmiller

This may be of interest to RAA members that are using Electronic Flight Bags (EFB) for briefings such as Foreflight and Garmin Pilot. Apparently, there is an attorney on the Cirrus Owners & Pilots Association (COPA) board, Mr. Scott Williams, that was prepared to defend a pilot for a TFR violation in which the pilot did not get a Lockheed Martin Flight Service (LMFS) briefing.

The case was dismissed 2 days before trial. Even though it was dismissed, the defense attorney kept after the FAA to clarify their position on whether a call to LMFS is required for a legal briefing. He posted the letter that he recently received clarifying the FAA's position that a call is indeed not required. The letter is included in this article.

Mr. Williams recommends that if you are going to use an EFB for a briefing you should have a copy of the briefing emailed to you and retained for your records. For those that are using Foreflight there is a way to save your briefings for 120 days. The information on how to do that is located here: <https://support.foreflight.com/hc/en-us/articles/204038815-What-is-the-legality-of-the-weather-briefing-for-FAR-Part-91-operations->



U.S. Department
of Transportation
**Federal Aviation
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JUN 28 2017

Scott W. Williams, Esq.
299 W. Hillcrest Drive, Suite 214
Thousand Oaks, CA 91360

**Re: Request for "opinion letter" regarding required preflight actions under
14 C.F.R. § 91.103**

Dear Mr. Williams:

This letter is in response to your November 4, 2015 request for an "opinion letter" regarding the required preflight actions under 14 C.F.R. § 91.103. After review of your request, we have determined that a legal interpretation of § 91.103 is not necessary because the regulation itself is not at issue. Rather, your request seeks compliance assistance.

Specifically, you ask whether a preflight briefing that does not include a phone call to Lockheed Martin Flight Service (LMFS) constitutes a violation of § 91.103. You also ask whether a briefing using only an electronic flight bag (EFB) constitutes a violation of § 91.103.

Generally, § 91.103 requires each pilot in command (PIC), before beginning a flight, to become familiar with all available information concerning that flight.¹ Whether a PIC satisfies the requirement to become familiar with all available information concerning a particular flight, as required by § 91.103, will necessarily require evaluation of flight-specific factors including potential flight restrictions in place at the time and location of the flight.

Section 91.103 does not dictate the methods one must use to comply with the requirements of the section. A PIC's failure to contact LMFS prior to a flight would not be a per se violation of § 91.103. Similarly, a PIC's reliance on only an EFB would not be a per se violation of § 91.103. We note, however that there may be limitations and quality assurance issues in connection with the information available through certain EFB products that may affect compliance with § 91.103 and necessitate further information gathering regarding the flight. Accordingly, you may wish to review Advisory Circular 00-63A, Use of Cockpit Displays of Digital Weather and Aeronautical Information (Change 1, January 6, 2017). In addition, Advisory Circular 91-78,

¹ Section 91.103 states, in pertinent part, "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include—

(a) For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATC[.]"

Use of Class 1 or Class 2 Electronic Flight Bag (EFB) provides considerations on the use and implementation of EFB systems.

You also ask whether the following language included on the Federal Aviation Administration's temporary flight restrictions (TFR) website is advisory or regulatory in nature: "Depicted TFR data may not be a complete listing. Pilots should not use the information on this website for flight planning purposes. For the latest information, call your local Flight Service Station at 1-800-WX-BRIEF."² This statement is advisory.

If you need further assistance, please contact the General Aviation and Commercial Division of the Flight Standards Service (AFS-800) at 202-267-1100.

Sincerely,



Lorelei Peter

Assistant Chief Counsel for Regulations, AGC-200

² We assume your letter references the following website: <http://tfr.faa.gov/tfr2/list.html>

The Role of Caltrans Division of Aeronautics

By RAA President, Ted Gablin



Many people don't know that Caltrans, the agency that manages our freeways and state highways has a role with airports in the State of California. Here's some summarized information about them that I pulled from their website:

Their goal is to foster and promote the development of a safe, efficient, dependable, and environmentally compatible air transportation system. The state assumed this role in 1947 with the California Aeronautics Commission which eventually became the Division of Aeronautics in Caltrans. The State Aeronautics Act, Public Utilities Code (PUC) section 21001 et seq., is the foundation for the Department's aviation policies.

They issue permits for and inspect hospital heliports and public-use airports; makes recommendations regarding proposed school sites within two miles of an airport runway; and authorizes helicopter landing sites at or near schools. They also have a role in aviation system planning by providing input for transportation system planning on a regional, statewide, and national basis.

The Division of Aeronautics administers noise regulation and land use planning laws that foster compatible land use around airports and encourages environmental mitigation measures to lessen aircraft noise, air pollution, and other impacts caused by aviation. The Division of Aeronautics also provides grants and loans at airports for safety, maintenance, and capital improvement projects.

In general, the Division of Aeronautics does not have a direct role in governing aircraft operation in flight. That is the exclusive purview of our Federal government.

They have many great documents on their website about airport compatible land use. This information is intended to help airports sponsors manage development, mitigate noise issues, and improve airport safety. The most recent document developed by Caltrans is the California Airport Land Use Planning Handbook. It's a great information resource and was developed with input from many aviation consultants including one based at REI, Bill Ingraham and another that is a Calpilots President, Carol Ford. The State of California has many laws about airport land use planning and they are listed in appendix A-1 in this handbook. These documents can be located at:

<http://dot.ca.gov/hq/planning/aeronaut/documents/alucp/>

Most of us are aware of the Caltrans airport safety inspections and their permitting role. We had considerable contact with Caltrans regarding our obstacle issue, the new CDWR Citrus reservoir, KREI helicopter operations and housing encroachment over the last 3 years. Our Aviation Safety Officer assigned to our region is Patrick Miles. Caltrans also has two Beech BE33 Bonanzas their Safety Officers can utilize for airport safety inspection matters.

The Division of Aeronautics provides funding to airport sponsors through the California Aid to Airports Program (CAAP) and the Airport Loan Program (ALP). The CAAP consists of three grant programs:

1. Annual Credit Grants provide a \$10,000 per year to publicly-owned, public-use General Aviation airports as reimbursement for eligible expenditures.
2. Airport Improvement Program (AIP) five percent Matching Grants for airports that are participating in the FAA's AIP grants.

3. Acquisition and Development (A&D) grants for eligible airports subject to budgeting by the Commission. A&D grants fund airport improvement projects as well as ALUCP Land Use Compatibility Plans. These grants cover 90 percent of project costs and require a 10 percent local match.

In addition, the California Airport Loan Program provides discretionary State loans for construction and land acquisition projects to eligible airports to benefit general aviation activities at airports.

We contacted CalTrans to get the history on Caltrans grant monies received by the City of Redlands since 2010. Redlands has taken advantage of the 5% matching grants. They did this on their most recent REI lighting and signage project. The City of Redlands has also applied for the \$10K annual credit every year except 2016-2017 and they have not yet applied for the 2017-2018 grants. This may not be unusual because some cities choose to bank these grants. They can bank up to 4 years of annual credits. Nonetheless, the City does have \$20k available for them now. They just need to send in the grant application.

We did find a list of projects submitted by the City to Caltrans to budget for a matching grant. We don't hear very much from the City about these type of requests, but it does appear they are trying to take advantage of these matching grants. Here is a copy of what Caltrans has listed for REI in the 2016-2025 Capital Improvement (CIP) Plan:

California Division of Aeronautics CIP Projects and Year 2016 - 2025 by Airport					
	Status	FAA	State	Local	Total
Eastside Apron Expansion (300'x450')	CIP	990,000.00	0.00	110,000.00	\$1,100,000.00
Install MITL (Taxiway "M", "C" & "H")	CIP	405,000.00	0.00	45,000.00	\$450,000.00
Pavement Preservation (East Apron) - SealCoat	CIP	108,000.00	0.00	12,000.00	\$120,000.00
Pavement Preservation (Runway 12/30, Apron & Taxiways)	CIP	720,000.00	0.00	80,000.00	\$800,000.00
	SubTotal:	\$2,223,000.00	\$0.00	\$247,000.00	\$2,470,000.00
REDLANDS MUNICIPAL AIRPORT - General Aviation					
Program Year: 2016					
Redlands Airfield Lighting and Sign Project Phase 1	CIP	400,500.00	20,025.00	24,475.00	\$445,000.00
	SubTotal:	\$400,500.00	\$20,025.00	\$24,475.00	\$445,000.00
Program Year: 2017					
Redlands Airfield Lighting and Sign Phase 2	CIP	150,300.00	7,515.00	9,185.00	\$167,000.00
	SubTotal:	\$150,300.00	\$7,515.00	\$9,185.00	\$167,000.00
Program Year: 2018					
Redlands Airfield Lighting and Sign Plan Phase 3	CIP	150,300.00	7,515.00	9,185.00	\$167,000.00
	SubTotal:	\$150,300.00	\$7,515.00	\$9,185.00	\$167,000.00
Program Year: 2019					
Redlands Airfield Lighting and Sign Phase 4	CIP	150,300.00	7,515.00	9,185.00	\$167,000.00
	SubTotal:	\$150,300.00	\$7,515.00	\$9,185.00	\$167,000.00
Program Year: 2020					
Taxiway A2 CA TW CO - Design only	CIP	90,000.00	4,500.00	5,500.00	\$100,000.00
	SubTotal:	\$90,000.00	\$4,500.00	\$5,500.00	\$100,000.00
Program Year: 2021					
Construct Taxiway A2 CA TW CO	CIP	180,000.00	9,000.00	11,000.00	\$200,000.00
	SubTotal:	\$180,000.00	\$9,000.00	\$11,000.00	\$200,000.00
Program Year: 2022					
Update ALUCP	CIP	0.00	135,000.00	15,000.00	\$150,000.00
	SubTotal:	\$0.00	\$135,000.00	\$15,000.00	\$150,000.00
Program Year: 2023					
Runway 8-26 Pavement Maintenance	CIP	315,000.00	15,750.00	19,250.00	\$350,000.00

California Division of Aeronautics
CIP Projects and Year 2016 - 2025 by Airport

Status	FAA	State	Local	Total
Program Year: 2024 NPDES Support Equipment for Wash Rack Facility and Airplane.				
SubTotal:	\$315,000.00	\$15,750.00	\$19,250.00	\$350,000.00
CIP	150,030.00	7,501.50	9,168.50	\$166,700.00
SubTotal:	\$150,030.00	\$7,501.50	\$9,168.50	\$166,700.00
Program Year: 2025 City request to carry over grant money				
CIP	0.00	0.00	0.00	\$0.00
SubTotal:	\$0.00	\$0.00	\$0.00	\$0.00

Caltrans Division of Aeronautics plays an important role in insuring the safety and longevity of airports in California. They have great resources available and many laws that support their efforts. Unfortunately, just like many other government agencies, it is sometimes difficult to get them to enforce these same laws.

With all the tax we pay to the State of California, it's nice to know some of it comes back to our airport.



PIREP at KAPV- 3rd Generation Taco

By RAA Member Dave Guthmiller

I heard the restaurant at Apple Valley was open again so my wife and I gave it a shot one morning and we were very pleasantly surprised. The restaurant is now called 3rd Generation Taco and they have both American style food as well as Mexican style food and the place appears to be very clean. We both had the breakfast taco plate with three carne asada and egg tacos, beans and rice for \$6.99 ea. The food was really good and reasonably priced. There is no waitress so you order your food at the counter and they bring it to you at your table. Their hours are Sunday-Thursday 8 am to 3 pm and Friday and Saturday 8 am to 5 pm.

They also do catering and here is an article from the local newspaper about the brothers that own the place.

<http://www.vvdailynews.com/news/20161227/3rd-generation-taco-restaurant-lands-at-apple-valley-airport>

Stuff A Plane with Toys for Tots

Give the Gifts of Life and a Smile!

By RAA Secretary, Cindy Gablin

The RAA is having their annual “Stuff a Plane with Toys for Tots” on November 4th. Once again guests can attend to enjoy the planes, cars, motorcycles, and exhibitors on display. The price of admission again is a new unwrapped toy or cash donation to Toys for Tots. What better way to put a smile on some child’s face this holiday season than by your toy donation to this worthy organization, Toys for Tots!

But we really want to highlight a theme this year that demonstrates the generosity of airport users and members of the community. This year the theme for our “Stuff a Plane with Toys for Tots” is *Give the Gifts of Life and a Smile*.

We have partnered with LifeStream this year. They will be at REI with their mobile blood bank. A blood donation is a gift of life. The blood bank is always in need of blood and it is very rewarding to know that your blood can help save a life. It takes less than an hour and in addition to feeling good about your donation, you get free cookies and juice! LifeStream will be available for donations throughout the whole event.

We have also invited multiple civic and charitable organizations that provide services to the community to join us at our event. Here are just a few of them:

- Angel Flight West is a great nonprofit organization with volunteer pilots that will fly those with special needs; medical, compassion, domestic violence relocations, blood, organ and tissue donations, disaster response and more. Come out to the event and learn more about this great organization.
- YAPS (Yucaipa Animal Placement Society) is a no-kill, nonprofit animal shelter that you can learn more about when you visit their booth. See what you can do to help or adopt a new lifelong family member.
- Page Project is a nonprofit organization that collects donations of items to give to animal shelters. So, bring your old blankets, towels, sheets, crates, carriers, kennels, unopened dog & cat food, new & used collars, leashes and more.
- Pilots & Paws is an organization with volunteer pilots and plane owners willing to assist with animal transportation, overnight foster care or shelter, and all other related activities.
- Other organizations joining us are the Redlands Police & Fire Depts., San Bernardino Sheriff’s Association Aero Squadron, the Civil Air Patrol and of course the United States Marine Corp Reserves.

There will be some flight schools present and Chick-fil-a Citrus Plaza will once again have food and drinks available for purchase. EAA Chapter 845 will be flying Young Eagles too! Valley College Aero and Auto departments will be setting up a booth as well.

What can you do to help?

- Bring your aircraft worthy of display down to the west ramp for the event. This is still an aviation event foremost, and we don’t want the cool cars and motorcycles on display to outnumber the aircraft!
- **Volunteer!** This year’s event will be bigger than last year and we will need help. We are going to need roughly 20-25 volunteers. Some items we need help with are: set up, guide static aircraft, cars & motorcycles to their area, man the entrance to collect toys and cash donations, sell raffle tickets, ramp safety monitors, talk to guests about the history of our airport, monitor trash and clean up.

- **Donate!** Bring a Toy, give a pint, or donate to any one of our event supporters in need.

I am excited to announce that radio stations, **KCAL 96.7** and **KOLA 99.9**, will be advertising our event on the radio and on their web site's event pages starting about 2 weeks prior to the event. How cool is that!

So, come join us at Redlands Airport for our annual "Stuff a Plane with Toys for Tots" November 4th from 10 am – 3 pm. Also, be sure to check out the latest about the event on our web page as we will be updating it periodically. Go to the "Stuff a Plane with Toys for Tots" tab at www.raacp.org

Stuff a Plane with

This Year - Give the Gifts of Life and a Smile!

Community Blood Drive



Fly-in, Airport Open House, Displays of Planes, Cars, Trucks, Motorcycles, EAA Young Eagles Rides & Much More!

Saturday, 11/4/17 10AM-3PM @ Redlands Municipal Airport



Admission: Your Donation of a New Unwrapped Toy or Cash to Toys for Tots

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Food and Drink by



Supported by Our Sponsors & Exhibitors:



For more information: www.raacp.org/stuff-a-plane-with-toys-for-tots

Fire Suppression at REI

By RAA Safety Officer, Dennis Brown

Fire season, essentially, runs from July to the first major rainfall. When a major blaze breaks out, there is a plethora of aviation activity in the area. There are small helicopters with water buckets (dipped into ponds and reservoirs), there are larger helicopters with snorkels (usually heavy lift units), there are post military bombers (S2 trackers, P3 Orions, Hercules 130s), there are converted airliner retardant bombers (BAC 146, Boeing 747, DC 10s).

Rotary Wing Aircraft: The staging of the helicopters in this area has been the Redlands Municipal Airport west ramp. The aircraft are arranged by the managing agency to facilitate fueling and reloading requirements. They are dispatched according to the needs of the agency fighting the fire. The direction taken after lifting from the ramp is usually a straight line to the fire. If no TFR is placed on the airport, the traffic is still VFR, and it is a see and be seen environment. Uncontrolled airspace does not imply out of control. Use the CTAF frequency for position reports and to declare your intentions. These firefighting aircraft pilots are very good and really quite patient. They have a job to do, but are very courteous. They are carrying large loads and must get moving. They will usually broadcast they are "lifting". Use good judgement. Stay 3 rotor widths away, remain or climb above them, do not impede them in any fashion. When landing announce, "clear of active" to let them know they don't have to wait for you. They are usually facing west as they rise, then must turn for their departure. If they have a good mental picture of what is happening on the runway, it will make it easier for their efforts. Landing is also done to the west and approach is usually over the hangars.

Retardant Bombers: These aircraft are usually based at SBD during a firefighting effort. They too are "bee lining" back to the airport. Many of these aircraft have passed through the pattern at REI and have disrupted the pattern of GA aircraft. While it would be nice if they wouldn't do that, the reality is that it can and has happened. Be aware of fires in the area, be aware that response is usually quite quick, be aware any hindrance of these aircraft in performing their work, is a federal offense. This is true in all aspects of the fight and includes the air boss and lead aircraft that direct the bombers where to dump their loads. This is whether there is a TFR in place, or not.

During fire events, the cancellation of students and their flights, is commonplace and well considered. The student learns to respect and avoid these aircraft and operations. San Bernardino tower usually closes the runway to "touch and goes" and asks aircraft that are not based there, to remain clear of the airspace. When these operations are hot and heavy, it might be a good day not to fly, or, if you are leaving the area, get up, over and out of the way as soon as possible. Remember, the aircraft are usually fast moving and heavy. Use good judgement, steer clear and stay safe.



Dennis K. Brown

Let's All Fly Safe Out There!

Redlands PD Air Support

By RAA Director, Philip Ensley

Many large metropolitan cities have the aid of a law enforcement air support aircraft to assist in protecting the skies and streets of their prospective cities. The city of Redlands is no exception though there is something unique about its air support unit. Most cities have a rotorcraft as their air support platform. This is not so with Redlands. A Cessna 172 is the eye in the sky for law enforcement in this town! The Redlands Air Support Unit has been in service since May of 2007 using a modified 172 packed with a camera system and multiple radios to get the job done.

The main mission for Redhawk 1 (the radio call sign for the aircraft) is to assist ground units with certain calls, patrol the surrounding area including the canyons, agricultural areas, and provide surveillance for multiple specialized departments and organizations. The aircraft is funded by drug asset seizure monies that have been confiscated from local drug dealers. All the pilots are volunteers that have passed certain eligibility requirements and an annual check ride, thus saving the city more money. The only individual getting paid, who is directly involved with the aircraft, is the police officer sitting in back.



Some stats for the Air Support Unit as of 2015 are:

- 1351 calls for service
- 233 times being first on scene
- Over 70 hours of flight time assisting surrounding agencies
- 72 felony arrest assists
- 27 misdemeanor arrests
- 27 LoJack vehicle hits with 16 recoveries totaling in value of \$134,000
- Assisted in 21 narcotics cases leading to \$1,762,860 in narcotics and \$1,286,000 in money seized
- Involved in 6 vehicle pursuits and 15-foot pursuits

What does this all mean to me? It is true that I fly with the air support unit when I can and enjoy it immensely but this is not the only reason I am part of this team. I am doing something positive for the community while living out my passion of flying at the same time. Redlands is very unique in the sense that their pilots are all volunteers, which can be difficult at times but is a great system overall. If you have ever had an interest in flying with the unit, do not hesitate to go online, and apply, or talk to the police officers in charge of the aircraft.

An organization is only as strong as its people. Strength comes in numbers. The air support unit also adds to the purpose of the airport. We can be airborne and first on scene to a call even from standing on alert in the hangar. The aircraft is readily recognizable when in the vicinity of the airport and it provides peace of mind that law enforcement is very close if there is a need anywhere on the airfield. Without the airport, in my best guess, the unit would not exist. So again, if you want to help with the air support unit, you will also be supporting the airport. If interested, and you are over 21 years old, with a private pilot's license, a current medical and 300 hours, fill out a pilot application on the City of Redlands website and start doing your part!

A Message from Cal Pilots President Carol Ford

Reprinted from the September/October Calpilots Newsletter



Carol Ford

PRESIDENT'S PERSPECTIVE



Let us take a moment to thank Corl Leach and Phil Corman for their many contributions these past years. Corl was so enthusiastic in his role as President, working diligently to increase the awareness of aviation in California and the role that CalPilots would play. He enlisted many great people to serve on our Board.

This has been a year of adjustments for California Pilots Association. We have seen many changes on our Board. We have a great Board of Directors who believe wholeheartedly in what they do. We hope you can join us in moving forward this year and be a part of California Pilots Association. I have been elected to step into the President position on an interim basis until elections this October. I realize I have big shoes to fill, but I feel I am very capable of doing so. Those in aviation know I have worn many hats in my numerous years involved in furthering aviation, and now this new one has been added. As the interim President, I feel that with the dedication and the commitment of our Board and Association, anything can be done. What a great challenge!

We look forward to seeing what the future holds for us. One thing is for sure! There is a sense of renewed vigor within the Association. We are busy planning a wonderful annual Airfest and annual meeting that will be at the San Carlos Airport. There will be a reception Friday night to listen to the AOPA president give a talk. Saturday morning has us all at the airport. We have planned a day of aviation topics including comments from CalTrans Division of Aeronautics Division Chief Gary Cathey, a great lunch, WINGS Safety seminars, a DART presentation, and a static tour on the airport. At the end the day, come for an evening at the Hiller Museum as they will be presenting tours of the museum during their Oktoberfest event providing dinner and drinks. An evening with fellow aviation enthusiasts sounds like the perfect plan. Sunday morning the San Carlos Airport Association is having their Annual BBQ to which we are also all invited.

We look forward to what this year will bring. Please understand, we can't do it without you. If you have been questioning what California Pilots does, what their role is, and who could join and be a part of it, wait no longer. Come to San Carlos and get your questions answered. We will be waiting!

Thank you!

Carol Ford

Carol Ford:

Carol took her first ride in a small plane when she was 12 years old and has been hooked on flying ever since. She originally took lessons at Phoenix Field in Fair Oaks, California, and earned her Private Pilot Certificate. Phoenix Field is now a housing development. Carol later moved to Fremont and flew out of the small Airport along the bay which is also now closed. When she moved to Redwood Shores, under the pattern of San Carlos Airport, she was determined that would not happen to other airports.

Carol continues work to work with airports. She was awarded Airport Defender of the Year by the California Pilots Association in 1997. She has served as Vice President of Region 3 of CalPilots; a Director of the CalPilots/ACA PAC; AOPA representative for San Carlos Airport; President of the San Carlos Airport Pilots Association; and Past Chapter Chairperson, International Organization of Licensed Women Pilots. Carol has also founded Ford Aviation Consultants dedicated to ensuring airports receive funding

Note from the editor- Please consider supporting our parent organization CalPilots. They do help us tremendously. You can learn about CalPilots, join, renew your membership, or donate by going to: www.calpilots.org.

CalPilots AirFest 2017 San Carlos (KSQL) 10-13 & 10-14-17

We were notified by CalPilots on Wednesday 9-13, due to circumstances beyond their control, the location for their first event ever is changing to San Carlos airport (SQL). They have also changed the event name too. It's now CalPilots Airfest 2017. Members that registered and paid to attend the EXPO event at Paso Robles will be receiving refunds.

Calpilots has not changed the event content very much though. There will still be a Friday evening reception with Mark Baker, AOPA President, and other dignitaries. Saturday, they will have a breakfast; exhibitors, luncheon, various seminars and aircraft static display. Guests can also join the Cal Pilots leadership on Saturday evening for the San Carlos Airport Oktoberfest commencing at 5:30 PM.

A poster is attached and additional info about the event can be found on our website at: <https://raacp.org/airport-events/> . Click on this link to register and pay for the event: <https://calpilots.org/register/> .

If you have questions or if you are interested in volunteering to help please contact: charlene.fulton@calpilots.org



Friday Enjoy the beautiful Bay Area
5-7:30pm Wine & Food Reception
Keynote: AOPA President Mark Baker

Saturday 8am-4pm

- Pancake Breakfast
- Annual Meeting
- Static Aircraft Display
- Lunch: Famous O52 Cheesesteak Sandwiches
- Wings Credit Seminars for Pilots & Passengers
- Historical Significance Aircraft Sign-off



Reserve your spot! Charlene.Fulton@calpilots.org

Please Support the RAA By Paying Your Membership Dues!

RAA membership dues are payable in June for 2017-2018. Our member dues are used to promote our airport and general aviation. We use the money to fund events and association expenses. Almost all 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, but only 36 of our 143 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.



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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.

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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

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

Upcoming Airport Events

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.

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://www.cityofredlands.org/cms/one.aspx?pageId=7087893>

Redlands Airport Advisory Board meets the 1st Wednesday of every month at 6:00 pm and is usually at the Redlands City Council Chambers and occasionally, the airport public lobby.

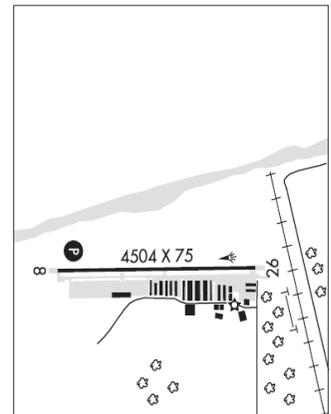
About Our Organization...

"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 tfc.
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
Ⓜ SOCIAL APP/DEP CON 127.25
CLNC DEL For clnc del call Social 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