



12-31-15
Volume 2, Issue 4

Redlands Airport Association Newsletter

Chapter of California Pilots Association

The Mission of the RAA

- To advocate for all users or 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.

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Presidents Letter

By RAA President Ted Gablin

As 2015 draws to a close, we can say with certainty from an airport advocacy standpoint, it's been an interesting and productive year. We have made some significant progress in our efforts as an airport user group. Here's a rundown of our achievements in 2015.

1. We became an official chapter of the California Pilots Association. As such we can enjoy their support resources and their 501C3 status.
2. The California Franchise Tax board recognizes the RAA as an educational organization and has determined we are tax exempt.
3. We successfully pulled off our first community event at the airport and it was for a great cause: Toys for Tots. More about "Stuff a Plane with Toys for Tots" is in this newsletter. Scratch one off the "Big 5 List"
4. We have acquired a domain for a website and we have started the work to build one.
5. We were instrumental in getting the County of San Bernardino to start a code enforcement action on our obstacle issue that still plagues aviators using Runway 26. We will continue to work with the County, the Department of Water Resources and the City of Redlands to get that mess hauled away. That said, please put the February 3, 2016 Airport Advisory Board Meeting on your calendar as the Department of Water Resources has been invited to speak about the impacts of the Citrus Reservoir on the airport.
6. Airfest 2015 was a far better event for airport users (and Hangar 24) than in years previous. Irrespective of your feelings about this event it does get 15,000 members of the public to our airport. There is not a long line of benefactors that are willing to put up the \$200k or more of capital needed to organize a show of this size either. If we can keep the event palatable to airport tenants, Airfest is an event we all need to embrace. Some of us have started working with the City and Hangar 24 on Airfest 2016.
7. Redlands Airport will be included in the City of Redlands updated General Plan. It's not in the current General Plan and that's scary. Hopefully it's inclusion in the General Plan will help City planners make more responsible land use decisions around the airport.

Presidents Letter continued

8. We are having success at being heard. The RAA leadership and a few of our members have had face time with the Mayor and City Council on more than one occasion. We have developed a working relationship with the Quality of Life Department at the City of Redlands. We also enjoy a very collaborative relationship with the Airport Advisory Board. We hope to continue making inroads with our relationship with the City. Maybe the Development Services Department will start listening. After all, we did share publically many of the concerns echoed by Coffman and Associates about development issues around the airport. Perhaps, we can save the City of Redlands thousands of dollars by eliminating a need to hire consultants by giving our comments some serious consideration. We do have some resources and a few members with some excellent credentials that can provide assistance to the City in that regard.
9. Diversified Pacific's Tentative Tract 18979, a 55 home development, north of San Bernardino Ave, east of Judson is on hold (we hope permanently). It is currently scheduled to be reviewed again at the January 5, 2016 City Council meeting. We know this development is a very bad idea from a noise and safety perspective. The recent Coffman & Associates study commissioned by the City supports this opinion too. We think homes that close to the airport will only create future issues for the viability of the airport. We have reprinted the "REI Land Use Issues Talking Points" communication for your reference in this newsletter ***We challenge the City officials that advocate for this proposed project (and were involved with the approval of the existing Judson Ranch) to make themselves available to deal with the noise complaints that will result. We will gladly make their phone numbers public as the contacts for noise complaints.***
10. Finally, from an aviation perspective, it's been a relatively safe year at REI. We did have a couple of close calls though. Let's learn from these incidents so we can keep safety a priority at REI!

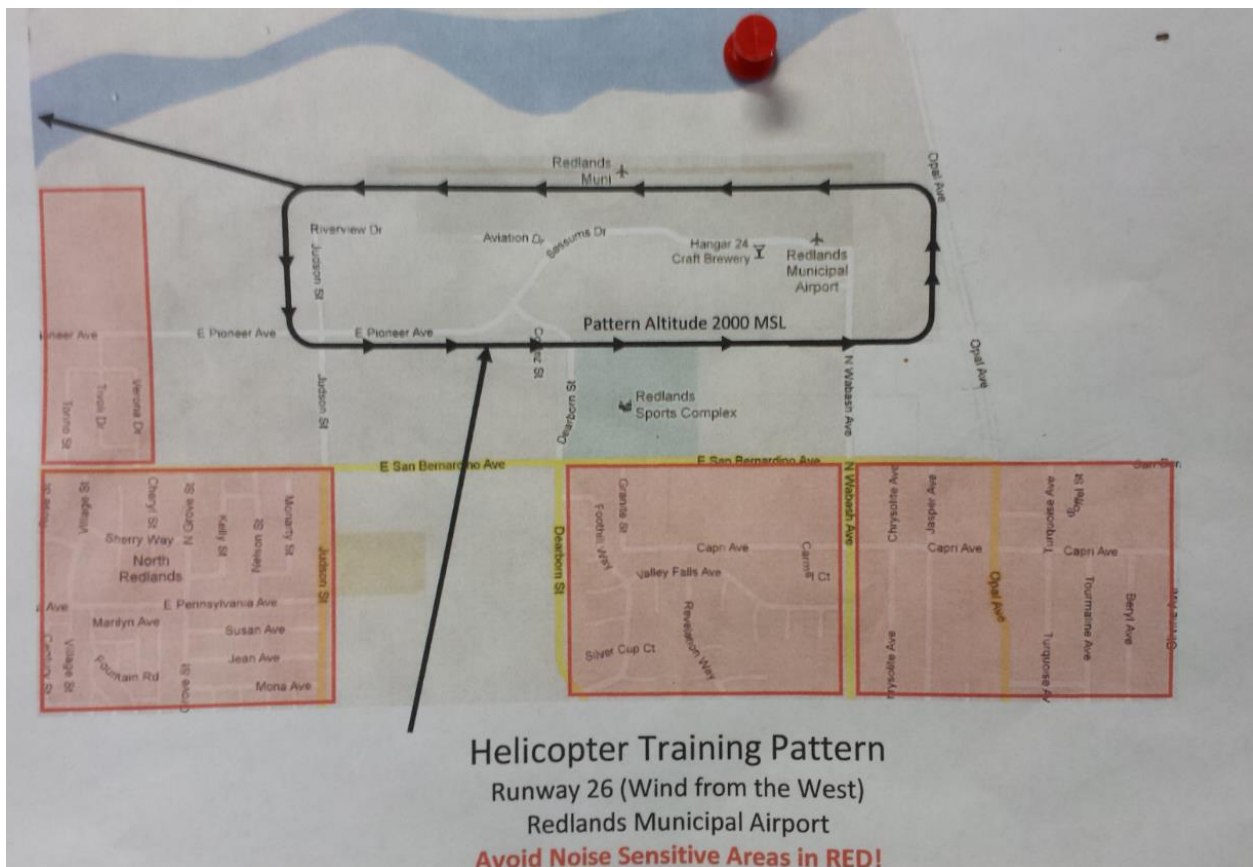
It's been a great year. We have made lots of progress. It wouldn't be possible to do this without the involvement and conviction of some of our membership. Going forward, just think what we can do if a few more of our members pitched in to help. Best wishes to all for a Happy, Safe and Healthy New Year!

Redlands Airport Land Use Issues Talking Points

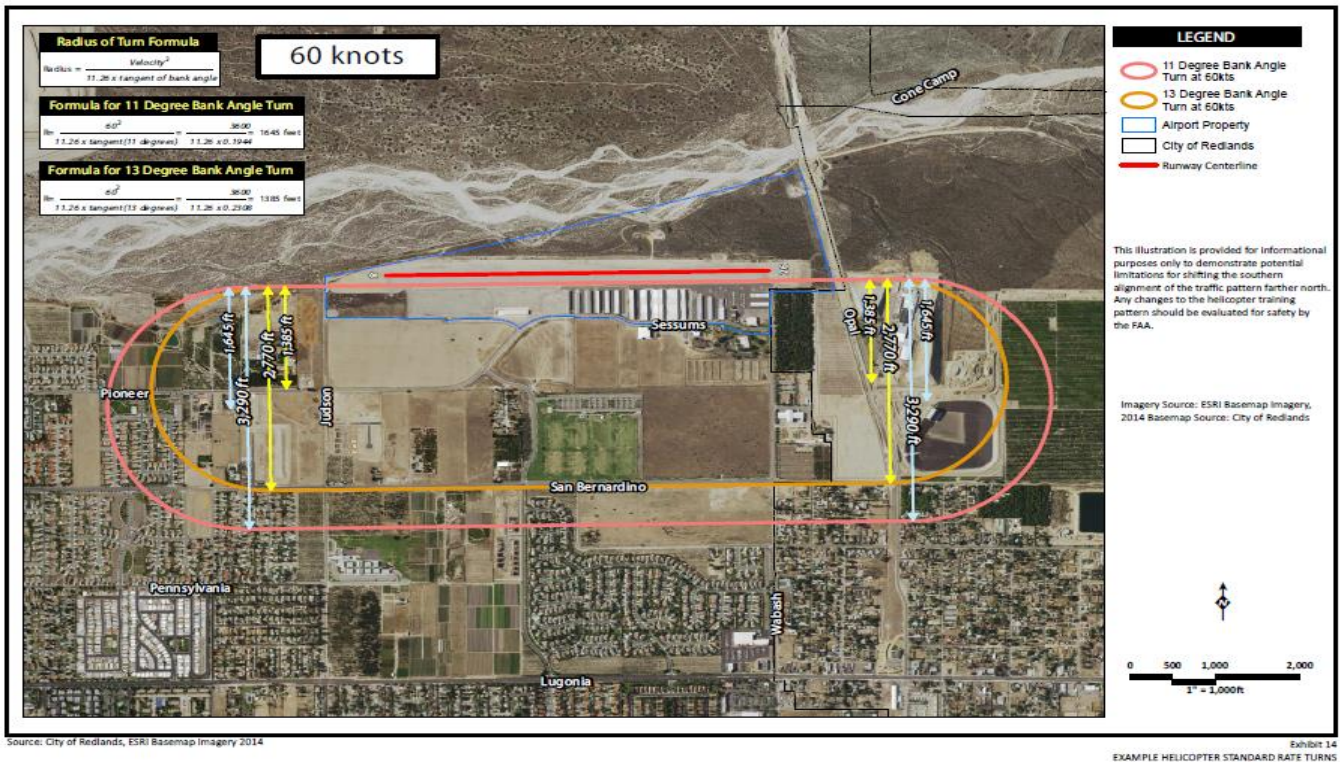
As both the City of Redlands and Diversified Pacific have retained lawyers and consultants, it's important that we educate our members so you are accurate and factual to the best of your abilities when discussing the land use planning issues in the vicinity of the airport.

The RAA offers the following talking points for your use when discussing these issues with friends and family.

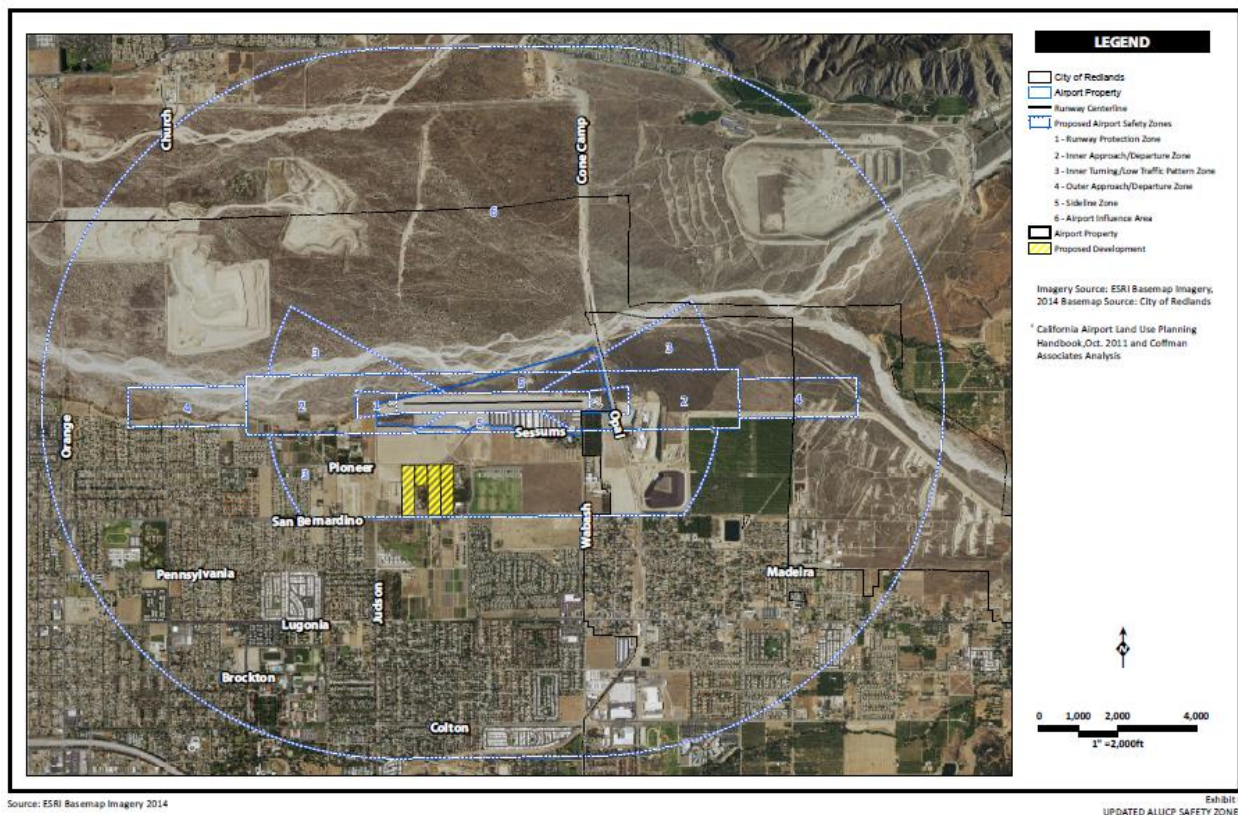
- After the RAA and various airport users raised concerns about the proposed Diversified Pacific development to the city council on July 21, 2015, council ordered city staff to retain the services of an aviation consultant and attorney. The review of the development was continued initially by the council to 11-17-15 and now it's been continued to 1-19-16.
- The city hired Coffman and Associates, a noted aviation consultant that prepared the Redlands 2008 Airport Master Plan. They also hired, Lori Ballance, aviation attorney, Gatzke Dillon & Ballance LLP.
- The Coffman report, which evaluated REI's ALUCP, AMP, and city ordinances against the California Airport Land Use Planning Handbook was released just prior to the 11-17-15 council meeting and found deficiencies in:
 1. Redlands Municipal Airport California State Airport Permit.
 2. The helicopter pattern contained in the airport's rules and regulations within Chapter 12.56 of the Redlands Municipal Code (RMC). This resulted in amending the helicopter flight pattern in the ALUCP in 2003.
 3. The helicopter traffic pattern currently being used at the airport that was created in 2012.
 4. The Redlands Airport Land Use Compatibility Plan (ALUCP) was last amended in 2003.
 5. The Redlands Airport Master Plan (AMP) was last amended in 2008.
- The AMP and ALUCP require revision to reflect significant updates that were made to the California Airport Land Use Planning Handbook in 2011 and the current helicopter flight operations at REI.
- The Coffman report found that 16 out of 29, or 55%, of the airport land use planning requirements from the California Land Use Planning Handbook have a discrepancy and associated action noted.
- The California State Airport Permit for Redlands Municipal Airport, which is issued by Caltrans, does not mention helicopter operations.
- The Coffman study estimates that ATA will conduct 6,900 helicopter training operations at REI annually.
- The current "City of Redlands" helicopter pattern was developed in 2012. The south boundary of this pattern is approximately 300' south of Pioneer Ave per the Coffman study. This adjustment to the traffic pattern is not consistent with the traffic pattern established in City Council Resolution 6152 in 2003 and was not brought before the City Council for approval or inclusion in the Airport's rules and regulations. There is no record of an FAA review of this procedure. This information is distributed to all student helicopter pilots operating at Redlands Municipal Airport and is not published in any FAA documents.



- Diversified Pacific principals and consultants stated at the 11-17-15 council meeting that ATA students are not adhering to the 2012 pattern. They say it's possible to fly the pattern without issue to avoid noise and safety zone issues with their proposed development.
- Aircraft noise is not limited to the area directly below the aircraft.
- The Coffman report provides information on calculated turning radius based upon the performance characteristics of an R22 helicopter at a 60 knot climb speed and 11 or 13 degree bank angles. These calculated tracks are approximately twice as wide as the City's 2012 helicopter pattern.
- The Coffman study recommends: "If the southern helicopter training pattern is maintained, the southern boundary of the helicopter traffic pattern should be developed through coordination with the airport stakeholders, helicopter training operators, and appropriate city boards and commissions and should consider performance characteristics of specific helicopters or groups of helicopters."
- The Coffman study includes a review of moving the helicopter pattern to the north side of the airport but states it will require:
 1. The approval of the FAA and all stakeholders.
 2. Construction of a helipad, lighting, utilities, training apron, and access roads at a minimum. Additional facilities, such as helicopter hangars and fueling island may also be considered.
 3. Appropriate CEQA and NEPA reviews.



- Mixing airplane and helicopter traffic creates an unnecessary risk for mid-air collisions. That is why FAR Part 91.126 (b)(2) says at an airport without an operating control tower helicopter traffic MUST avoid the flow of fixed wing traffic. This FAR supports having separate patterns for fixed wing and helicopters on the north and south side of the airport.
- The ALUCP is a planning document to review proposed land uses in the airport influence areas.
- The airport influence area around REI in the current California Airport Land Use Planning Handbook is approximately 6000' north and south of the runway and extends 7000' east and west of the ends of the runway. It's depicted as the outer blue dashed ring in the drawing contained in the Coffman study and attached below.
- The Coffman report proposes new safety zones based upon the 2011 California Airport Land Use Planning handbook and the location of existing traffic patterns. The new safety zone overlying Diversified Pacific's tentative tract 18979 is 1 home for every 2-5 acres and 15-20% open land. Although this standard did not exist in 2008 it should be worthwhile mentioning that this new safety zone also overlies the existing Judson Ranch development. See drawing below for proposed safety zones.



- At the 11-17-15 council meeting Redlands City Council approved motions to :
 - Accept the Coffman Redlands 2015 Airport Land Use Compatibility Review.
 - Direct city staff to update the ALUCP and AMP.
 - Direct staff to update the airport permit updated to include the south helicopter Pattern (will require Caltrans and FAA involvement).
 - Update Existing Redlands City Ordinance 12.56.460 to include dimensions of helicopter pattern determined in 2003 (subject to review by Redlands pilots and consultant).
 - Continue the public hearing on the Diversified Pacific Development tract 18979 until 1-19-16.
- Diversified Pacific claims they have done everything right to meet City development review requirements.
- Diversified Pacific's mitigated negative declaration of CEQA requirements included a noise study that documented the measured noise associated with a single aircraft.
- The Development Services Department at the City of Redlands took this project to City Council on 7-21-15 with a recommendation to approve the requested zone change and mitigated negative declaration of CEQA requirements.
- At the 11/17/15 Council meeting the City's consulting attorney stated that a CEQA review for the development would be required to include studying noise and overflight of current helicopter operations as they are currently being flown, not as they are drawn on paper.
- The City has no obligation to grant developers zoning changes or approve developments until all required development reviews mandated by law are satisfactorily completed.

The Drones are Coming

By RAA Vice President Steve Willer

Unmanned Aircraft Systems (UAS), Unmanned Aerial Vehicles (UAV), or Remotely Piloted Aircraft Systems (RPAS)...regardless of the term you use (the FAA has settled on UAS; the ICAO uses RPAS), the anticipated swarm of drones is on the horizon.

Like all things aviation, people's attitudes and opinions are all over the map with regards to how drones should be incorporated into the National Airspace System. At REI, I've talked with pilots who have expressed concern, while others are looking to take advantage of this technology as a business opportunity.

Regardless of where you might stand on how human and unmanned aerial systems should interact, here is a quick overview of where the FAA is today in terms of regulating these aircraft.

Where can I fly a UAS?

Being in the mapping business, I would be remiss if I didn't include a map somewhere in this article. After the FAA released the Notice of Proposed Rule-making (NPRM) for small UAS, *Smithsonian Magazine* ran the following article that includes a [visualization of where drones can be flown in the U.S.](#) Please note that this article and map outlines operating procedures for drone hobbyists, not commercial operators.

Registration Requirement

Effective today (December 21, 2015), owners of UAV's weighing more than 0.55 lbs and less than 55 lbs. must register with the FAA. People who previously operated their UAS must register by February 19, 2016. Individuals could face civil and criminal penalties if they do not register. There is a \$5 fee to register your UAV, which is being waved for the first 30 days. For all of the details, as well as the link to register your UAV, please visit this FAA's [website](#).

Regulating UAS Operations

Recently, the FAA released a [State and Local Regulation of UAS Fact Sheet](#). This document makes in unequivocally clear that the FAA has the jurisdiction and authority to regulate UAS operations and airspace. This is indeed timely information as many states and local governments have either enacted or looked to put UAS regulations on the books – the City of Redlands included. While a recent Airport Advisory Board meeting agenda item related to UAS and the Municipal Code was pulled, I would expect this to be revisited sometime in 2016.

From the Fact Sheet, "*State and local restrictions affecting UAS operations should be consistent with the extensive federal statutory and regulatory framework pertaining to control of the airspace, flight management and efficiency, air traffic control, aviation safety, navigational facilities, and the regulation of aircraft noise at its source.*"

What Next

We are certainly in a very dynamic time with regards to UAS. While many details are still to be determined, the issue of drones is one that the RAA will continue to monitor. Like all issues related to REI, we will continue to work with the City of Redlands to ensure that they are aware of the evolving Federal regulations and do not institute local laws that are outside of their purview. **Whether it relates to drones, or the traffic pattern at REI, local laws need to be consistent with federal statutes and regulations.**

Stuff A Plane With Toys for Tots 2015 – A Great Success!

By RAA Secretary Cindy Gablin

In May 2015, The Redlands Airport Association leadership team discussed some ideas to get more people involved with the airport and bring our community together. What better way than to have a fundraiser for Toys for Tots. We decided to call it; "Stuff a Plane with Toys for Tots". What started out as a simple idea in May, became quite an undertaking. I knew this was not something I could do alone! I asked for help from our RAA members, EAA Chapter 845 and from the Redlands Flying Club (RFC). Arnold Beler graciously accepted from EAA and Joel Rothschild from RFC.

We wanted this event to be more than just a collection spot for Toys for Tots. We wanted residents from Redlands and surrounding areas to come to the airport and see what a gem we have! So many residents don't even know our airport exists. We decided to include an open house, an airport swap meet and include some booths for airport business and aviation related organizations. The event included displays of not only planes, but various classic cars and motorcycles.

One of the first hurdles to overcome was with the City of Redlands. Although they agreed it was a great idea, they had no idea how to help make it happen. There were permits and insurance to deal with. I had meetings with the Quality of Life Dept., the Fire Marshall, the Police Dept., and the Airport Advisory Board to discuss requirements. As this was not an Airshow, we had to convince not only the City but the FAA that it was an Aviation themed event so there were no objections to have it at the airport.

By August, we received the necessary approvals and were finally on our way to making this event happen. With the efforts of about a dozen volunteers and three months it all came together.

On October 24th, we opened the gate at 10:00am with two well-dressed Marines at our side! Everyone enjoyed the day walking around planes, cars, and the motorcycles on display. The Redlands Animal Shelter had kittens up for adoption. San Bernardino Valley College Aero Department as well as Pilot n Paws had a booth. Redlands PD had their Cessna 172, Redhawk 1, on display and hosted by RAA member, Officer Wayne Reid Jr. Redlands Flying Club, Westwind Flying Club and Aero Tech Academy also had booths.

Mexican food and kettle corn was available for purchase by Nohemi's Catering of Riverside. EAA Chapter 845 held their Young Eagles flights on the east ramp with two ground schools. RAA sold water and soft drinks with proceeds going to Toys for Tots. Volunteers from the Boy Scouts and students from San Bernardino Valley College Aero department walked around making sure guests did not touch our aircraft and helped to clean up after the event.

We collected roughly 300 toys on that day. We had a motorcycle group ride in with toys and display their bikes. We had the San Bernardino Sheriff's Department bring about 3 big bags of toys. Larry Rice had advertised to all his contacts and collected roughly another 100 toys down at his hanger. All in all, it was a very good day. Although it wasn't a huge turnout, for the first time doing the event, I was pleased!

We continued collecting toys thru December 4th with collection boxes in the lobby at REI and one at Hangar 24 where we collected roughly another 40 toys in each. Gene Jozens brought another 30 toys collected by the Rialto Rotary Club.

On December 5th, 27 people dressed festively in Santa hats and Christmas colors and piled at least one huge bag of toys into 14 planes and flew off to Twentynine Palms Airport. What a sight to see! Santa (Dennis Brown) flew in his Pitts S2 with a 4 ft tall teddy bear as his co-pilot. RAA president Ted Gablin, dressed as an elf, and I as Santa's helper flew in our RV-7A. We were all met at Twentynine Palms airport by Juli Alsadi from the Desert Star as well as SSgt Jason Slye and his assistant from the United States Marine Corp Reserves in their dress blues.

Over all, we collected a little more than 500 toys and an additional \$500 to present to SSgt Slye!

It was a great feeling and all agreed, we WILL do this again next year! We had press coverage on October 24th from a couple local papers. Although we were not able to have press coverage at Redlands on December 5th, we were able to submit an article and pictures that were later printed in multiple local papers as well as in Twentynine Palms local paper.

I want to thank all those who volunteered and/or participated to make this event such a great success. Next year, I know, the event will be even bigger and better!





Guess Who?



Redlands Airport Circa 1970





Situational Awareness

By RAA Safety Officer Dennis Brown

This month, I would like to talk about Situational Awareness, or as the military calls it SA. So much of aviation is about small things.

The perceptions for information for the human being are about 95% visual. The balance of the information comes to the brain by way of audible, tactile and olfactory perception (ear, touch and smell).

Sight is covered in depth during training in terms of scanning and night vision. The information processed needs to be analyzed in terms of clear and present danger. Example: Collision with another aircraft – imminent, evasive maneuver required. In flight, we travel in three dimensions (up, down, left, right, forward, and (if you fly aerobatics) backward. In most cases, airplanes don't fly backwards, so often, a course correction to the rear of the aircraft on collision course will solve the problem, but you must be situationally aware to know there is a problem.

Visual acuity helps, but you can picture his position in your mind if you are on frequency and hear him say "Piper 1234A entering crosswind, runway 26". By using your audible perception, you can mentally place the Piper on a line at right angles to the runway, and be looking in that direction long before there is the possibility of conflict. This too is situational awareness.

If, during your flight, you smell something hot or acrid, you may have the beginnings of a fire. Do not hesitate, there is nowhere to stand to fight a fire, start an emergency descent, immediately. Find a place to get down, shut off the engine, electrical and fuel and assess the situation on the ground.

All of these scenarios are to bring focus to your mind about how to picture, avoid, and successfully complete your flight. It is simply what we want to do with every flight. Use your senses, use your awareness, and listen to others if they see, hear, or smell something. SA will save your life and the lives of your passengers. There are no small emergencies, only ones that grow larger. Act quickly and error on the side of caution, and there is a good chance you will keep the emergency....small.

RAA Classified Ads & Advertising**Garmin GLO Sensor \$60.00**

Glare shield mounted WAAS GPS receiver with Bluetooth.
For IPAD use only. Requires Garmin Pilot application.

Sportys E6B Calculator \$10.00

Contact Ted Gablin (909) 557-5292

Lycoming engine O-360A1A narrow deck, yellow tagged crankshaft, case checked ok, no accessories \$4500.

Long EZ project wings and canard done, fuselage nearly completed, 3 blade prop, no engine \$6000.

Contact Bill Cheesman 909-855-5964

*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 March 2016. **Ads are published at no cost to RAA members that are current on membership dues.***

Please get your ad to us by 2-26-16

RAA Membership and Dues

You can support our mission through your membership, dues and donations. Just complete the application below and submit with your remittance.

Redlands Airport Association Membership Application

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.

Redlands Airport Association (RAA) is a 501(c)(3) organization. Your membership dues and donations may be tax deductible.

Let's All Fly Safe Out There!

Redlands Airport Association

1745 Sessums
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Redlands, CA 92374
E-MAIL:

Redlands.Airport.Association@gmail.com

Ted Gablin	President
Steve Willer	Vice-President
Eric Wroolie	Treasurer
Cindy Gablin	Secretary
Dennis Brown	Safety Officer
James Hoyt	Public Information

Upcoming Events

January 5, 2016 Redlands City Council Meeting 6:00 pm – Review of Diversified Pacific Tent. Tract 18979 – IMPORTANT

January 27, 2016 RAA Monthly Meeting 6:00 pm

February 3, 2016 AAB Meeting 5:30 pm – Speaker from Dept. of Water Resources will address Citrus Reservoir issues.

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. 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 5pm on the 1st Wednesday of every even-numbered month at the Redlands City Council Chambers.

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' 04° 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

