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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.

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Presidents Letter

By RAA President Ted Gablin

Wikipedia defines a **community** as a social unit (group of people) who have something in common. They have a sense of place that is situated in a given geographical area. People tend to define their social ties in this unit as an important part of their identity.

Well, REI airport users do have something in common, a passion for aviation. Their sense of place is a 194 acre parcel on Sessums Drive. Airport users (especially pilots) definitely view their involvement in this 'social unit' as important to their personal identity to people outside of the airport.

Where am I going with this? We talk about our airport community all the time. But the community has a weakness. The social ties that exist are not very strong. Yes, drive around on a Saturday and you will see various folks hanging out in a few cliques that exist at the airport having a good time. But, we have had challenges getting folks to hang out in larger groups, like when we have an event. Case in point, some of our community members have flown out for breakfast when we were flipping pancakes at the lobby. I don't think this is done with any ill will, it's probably got more to do with the discomfort that exists when people go out of their familiar circle and hang out with others not so familiar.

We have been trying to fix this for a couple of reasons. When you challenge the airport sponsor, it's better to have more than 10 or 15 people attend a city council meeting to show solidarity and/or speak. It just carries a bit more weight when we pack the house.

Additionally, events are extremely important for the airport. We lost the battle on the new houses. The new residents will complain. It would be nice if the residents in the local community had our back because they knew that REI was not just a place for rich boys with toys. The pilot population has drastically shrunk. You don't need me to tell you that flying GA aircraft is expensive. That means small airports like REI will not be large generators of revenue for airport sponsors. Local governments would rather spend taxpayer money on enterprises that generate revenue. You know where I am going...

Events like Stuff a Plane with Toys for Tots demonstrate the true nature of our airport community as being benevolent to those less fortunate. EAA Young eagles, school visits and outreach to schools as part of the Science, Technology, Engineering and Mathematics (STEM) initiative will help REI become a valuable part of the local community.

None of this is possible without volunteers. We were recently encouraged with airport participation in our Toys for Tots airlift. We had 40 participants. They all had a blast too! We sure hope that this is a new sign of a stronger airport community. Happy New Year!

Update on Airport Issues

By RAA President Ted Gablin

REI Has a New Part Time Airport Manager

The Redlands Airport Business Plan adopted by the City of Redlands this year includes a recommendation to fill an existing vacant Airport Manager's position with City staff stationed at the Airport on a part-time basis. The recommendation also mentioned *"both the City and members of the airport community agree that any new Airport management position should not create financial deficits at the Airport"*. This is one of 34 recommendations made in the Business plan.

The City of Redlands has filled this vacancy because they want a single City point of contact at the Airport that represents the needs of both the Airport users and the taxpayer stakeholders. The business plan recommends the airport manager should:

- Plan, direct, and coordinate the overall operation, maintenance, administration, and development of the Airport, including review of budget and fiscal matters, public infrastructure management, contract and lease review, compliance with federal, state and local policies, rules, and regulations, security, and operational safety.
- Perform based aircraft counts and submit N-numbers to the FAA on a periodic basis.
- Oversee planning and environmental processes.
- Identify needed grants for capital projects, coordinate matters related to financial assistance programs with the Federal Aviation Administration and Caltrans.
- Oversee staff assigned to the Airport by the City.
- Perform other duties such as marketing and organizing and managing special events.
- Represent the Airport with internal and external stakeholders, tenants, federal and state agencies, and others.
- Report to the Quality of Life Director.

The business plan also states: *"It is important to note that the Airport Manager needs to be a diplomat, with a sensitive ear toward the Airport community and the City Council. Many at the Airport believe that the existing management approach is working well and that the best path for the City would be a "hands off" policy. Thus, the defined duties of the Airport Manager should be focused on significant issues such as lease compliance, facility infrastructure, financial issues, and FAA requirements. Great communication will be the key to a successful transition for the Airport Manager position."*

Will Hamilton, a Senior Administrative Analyst in the Quality of Life Department has assumed the role of part time airport manager. We believe Will has been with the City of Redlands in the Quality of life Department for a little more than 3 years.

Will is personable, approachable, and easy to talk with. He's been fair and balanced in our discussions of airport issues. He is also very guarded with his responses to issues at the airport as we have witnessed with other employees at the City of Redlands. It seems even the simplest requests need to be approved by City leadership.



That said, he has shared with me on more than one occasion that he understands and appreciates the value of local municipal airports. He told me he has fond memories of his dad taking him to Long Beach airport when he was a kid. Sound familiar?

He is at REI part time during any given week and has a schedule posted on the door as to his availability with his phone number. He's a busy guy so please be considerate of his time. It may be best to schedule an appointment if you do need to meet with him.

There are many government masters involved in the administration of a public use airport. There are also many private interests that can impact the airport. These can't be ignored. We have witnessed the results when the City, with airport administration responsibilities, has not paid attention to problems impacting the airport. These include: a dirt-pile created off the approach end of the runway, a reservoir that will attract wildlife sited next to the airport, an airport event planned without consideration of airport users, new residential housing approved under established traffic patterns and neglected maintenance issues.

The RAA looks forward to working with Will and the City collaboratively to prevent problems like these from occurring again and to promote, support, and encourage the continued use of REI.

REI Lighting and Signage Project

This project involves the replacement of the existing runway and taxiway lighting with new LED lighting and signage to meet current requirements for the airport in its current configuration. This is being done to enhance airport safety. The LED lights should reduce the City's operational and maintenance costs. The project does not include replacement of existing runway end identifier lights, RWY 8 PAPI or tetrahedron lighting. Per our airport manager, these items will be addressed in a later lighting and signage project. The project also does not include the installation of a RWY 26 VASI or PAPI as rising terrain to the east does not permit this equipment.

The cost of engineering, constructing, managing, and inspecting this project is nearly \$1.1 million. FAA Airport Improvement Program (AIP) grant funding covers 90% of the cost, Caltrans Division of Aeronautics pays 5% of the FAA grant and the City of Redlands will be paying the balance of approximately \$67,000.

The City of Redlands, over the last 25 years, has received over \$4 million from the FAA in AIP grant monies. The grant they will receive for the lighting and signage project is the largest the City has accepted at REI. Airports sponsors who accept AIP grants agree to numerous conditions and obligations called grant assurances. Among many others, some of the principal obligations include: operate and maintain the airport in a safe and serviceable condition, not grant exclusive rights, mitigate hazards to airspace, and use airport revenue properly. These obligations last twenty years, unless the grant funds are used to purchase land for the airport, or if the airport is on surplus Federal property. In that case, the obligations are generally perpetual.

Construction of this project is supposed to take place during the first quarter of 2017. The construction will impact REI night operations. The City has shared they will communicate the extent of impact and schedule for construction to the airport community as soon as its available.

The City of Redlands Bills the US Forest Service for the "Pilot" Fire Heli-base

The Forest Service used 9 acres on the REI west ramp, covering 101 tie downs, from August 8 through August 13, 2016; a total of 6 days. The City of Redlands is entitled to recover land use fees for ramp tie downs, fuel flowage fees and gate card administration fees.

On 12-6-16 Redlands City Council approved a land use agreement with the USFS to collect \$4693.50 for the land use fees and gate cards. They will also be collecting a \$.10/gallon fuel flowage fee for the fuel pumped to USFS contract helicopters. The amount of fuel pumped is still being calculated by the USFS.

This is the first time to our knowledge that the City of Redlands has billed USFS for these types of charges. It is well within their rights to do so and we applaud this effort to generate airport revenue. The funds collected will go to the airport enterprise fund which is used to pay for airport development, operations, and maintenance.

Ensley Wedding Request

We all know RAA director Phil Ensley has been hanging out at REI since he was just a young lad. He got his first airplane ride there at age 4. He also received instruction and earned his pilot's license there. He describes REI as his second home. Phil, a SpaceX employee on sabbatical, is now training in the US Air Force reserve to be a C-17 loadmaster. Phil is an aviator.

REI is very special to him. So special that he has a desire to have one of the most important days of his life celebrated at the airport. Phil and his fiancée Emily Holmes would like to having their wedding service and reception on the west ramp of REI.

We all know that occasionally an aviation enthusiast has a desire to get married at an airport. It doesn't happen very often. Ex REI resident Trish Russell and Mark Aguas got married at Flabob. There have been some at REI too, but without involvement of the City of Redlands.

Phil and Emily do not want to get married in stealth mode. They want to place a tent on the west ramp and invite 200-300 of their friends. Many of them from REI. They have picked a tentative date of October 7, 2017 and want to say their vows on the compass rose. They want do this without impacting airport operations or tenants. They also want to do this in a manner that does not create liability for the City of Redlands.

Phil submitted a written request for the wedding service to the City on October 30, 2016. The idea has been socialized at our last RAA meeting and members present were in favor of the event. Will Hamilton has stated the request will need to go to Redlands City Council for approval. That is scheduled to happen in January. Emily made a presentation at the December 7th AAB meeting and the AAB moved to recommend that City Council should approve the wedding.

Phil and Emily will need to fill out an application and satisfy the City's liability concerns if Redlands City Council does approve the wedding. More to come...

City Hangar Tenants Get New Leases

The Redlands Airport Business plan included a recommendation that "the City should raise selected rates and fees for new leases or as permitted by existing lease agreement terms. Specifically, it stated that hangar rates have remained static for several years, even though the lease agreement allows for CPI adjustments. If the adjustments were implemented starting in 2010, rates would be almost 10 percent higher than they are now. So, the City is raising the hangar rent!

The new leases distributed to tenants require them to have \$1,000,000 of liability insurance on aircraft, kits and projects with the City named as additional insured. The leases also mention that kit construction and aircraft projects housed in City hangars will be permitted on a case by case basis. We assume the City is doing this with consideration of the FAA's new hangar use policy which goes into effect July 1, 2017.

The FAA's hangar use policy does allow hangar use for kit construction but recommends that "Airport sponsors also should consider incorporating construction progress targets in the lease to ensure that the hangar will be used for final assembly and storage of an operational aircraft within a reasonable term after project start."

The FAA gives airport sponsors some latitude with respect to storing inoperable (project) aircraft in the hangars. The policy allows the "maintenance, repair, or refurbishment of aircraft, but not the indefinite storage of nonoperational aircraft". The FAQ's mention that the "airport operator should be able to determine whether a particular aircraft is likely to become operational in a reasonable time or not, and incorporate provisions in the hangar lease to provide for either possibility".

The new policy also states, with some limited exceptions (that don't apply at REI), that hangars cannot be used as residences. More to come on this one too!

AAB Moves to Recommend Monthly Meetings and Attendance Standards of Board Members

Those of us that have attended AAB meetings know that it is an extremely rare sight when all 7 AAB board members are present at a meeting. The attendance issues have not been helped by the rash of special AAB meetings that have been called with little notice to address numerous airport issues. Board members do volunteer their time, but some have been absent for 6 months or more. It is difficult to comprehend why someone volunteers for a position, but doesn't follow through with the commitment.

The airport business plan examines the role of the Redlands AAB. The plan recognizes the meetings can be used as a place "where issues can be discussed and resolution can be pursued". Board members have an important job. **Those that have volunteered should recognize this role, attend meetings regularly and be prepared to discuss the issues.**

The business plan includes a couple of important recommendations that are classified as needing to be implemented immediately. These include:

- *The City should consider increasing the frequency of Airport Advisory Board meetings to at least one per month.*
- *The City should continue to engage existing Airport Users (clients and tenants) to solicit feedback on Airport issues.*

The monthly meetings were discussed at the October 5th meeting. The five board members present voted unanimously to move forward with monthly meetings alternating between City Hall and the airport.

AAB chair and RAA member Ingrid Biglow is an extremely engaged AAB member. She never misses a meeting! At the 12-7-16 AAB meeting she proposed a motion for AAB attendance standards. After some discussion, the AAB members unanimously voted to recommend that Council should approve a new ordinance stipulating that board members that miss three consecutive meetings shall forfeit their position, unless the Chair of the Board excuses the absence.

So, what's next? These motions should go to City Council for discussion and consideration for implementation. Unfortunately, AAB council liaison, Councilman John James was not present for either meeting. It will be up to Will Hamilton and Chris Boatman to get both AAB motions on a council agenda for consideration. Hopefully this will be done with the urgency recommended in the business plan.

Final Wishes

By RAA Treasurer, Ensen Mason

I recently received news that saddened me, then surprised me, then puzzled me. An old friend, about my age, had recently passed away from a sudden onset of brain cancer. It's always sad to lose somebody, but it's harder when it's sudden and before their time.

After taking a moment to absorb it, my friend that had made it to see her before she passed had said that she had a final request. Knowing that I am a pilot, she asked that I scatter her ashes over Wrightwood, where she was from, from an airplane. There's usually not much you can do for a person or a family after somebody passes, so I was honored to be asked and to be able to do that for her.

Now to the part that puzzled me. At first blush, it seemed like it shouldn't be a big deal. Open the window, drop the ashes. But after thinking it through, the downside became clear. I only get one shot at this. After concluding there was no good way to do it, I contacted Paul Renkenberger. Paul has a Cessna 140 with a modified door and a chute specifically for this purpose. Progress.

Next, how to best capture it for her family. Paul can take one person to take video, but there won't be a lot to see. I'm imagining a shaky video of more of Paul's torso than would make for an ideal video. I decided to take the Redland's Flying Club Archer up at the same time and get video of the ashes leaving the airplane. So, that's the plan once the engine replacement is completed.

I am building an RV-14A. I think I will incorporate some way of dropping ashes out of it. It's not often that I get asked to carry out somebody's final wishes.

What's next for the RAA in 2017

By RAA VP Steve Willer

I'm going to start my article this month with a confession – I'm normally filled with a bit of 'bah humbug' during the holidays. However, through actively volunteering during RAA's 'Stuff a Plane with Toys for Tots' the past two years, I've been reinvigorated with a bit of holiday cheer. The selflessness of the RAA community and our event partners is a shining example of how we can affect positive change when we work together.

In the same spirit of community partnership, this fall we sought the assistance of a group of talented graduate students from the University of Redlands to create a strategy document for the RAA. The objective for the University of Redlands Graduate Consulting Group was to provide research and analysis that would allow the RAA to identify areas where we could partner with the City, County, or aviation community in support of our mission.

While the final report was full of excellent short and long-term initiatives, there's a theme that has emerged, and dare I say, enthused many of the RAA membership – youth education. I think we can all agree that we share a vested interest in being a positive influence on the next generation.

So how can we take the same spirit of volunteerism and selflessness we exhibit during the holiday season and create opportunities to inspire the next batch of aviation professionals throughout the year? This is where we need your help. If you have ideas, small or large, please bring them forward along with your talents and skills in the form of volunteering. In 2017, I hope that you will join the RAA to further increase our presence and positive impact throughout Redlands.



WE NEED YOU !

Redlands City Council Member Election Results

By RAA President, Ted Gablin

Redlands City Council candidates Eddie Tejeda and incumbent councilwoman Pat Gilbreath are the winners in the race for the two seats on the Redlands City Council. Both of these candidates attended RAA meetings to meet with members during their campaigns.

Mr. Tejeda is a special education teacher. He won by a “shoestring” with a 256-vote lead over appointed incumbent Councilman John James, per data from the San Bernardino County Registrar’s office.

Early on, Councilman James looked to be a winner, but things changed. Mr. Tejeda pulled ahead when mail-in, provisional and damaged ballots were counted. The final tally; Tejeda 5,733, James 5,477. There were 45,995 votes counted for the two Redlands City Council vacancies.

Mr. Tejeda, is a North Redlands resident and the rest of the council members live in south Redlands. The Redlands Daily Facts reported that Mr. Tejeda’s goal and intention is to make sure there is equal representation even before voting districts are instituted by Redlands. Hopefully, Mr. Tejeda will also remember his constituent’s interests in another area in North Redlands, Redlands Municipal Airport. Mr. Tejeda will be invited to future RAA meetings and we look forward to working with him.

Councilman James was appointed as a councilman in 2015. He is the Airport Advisory Board Council Liaison. Years ago, he chaired the Redlands Airport Advisory board. A former corporate executive at Gill Battery in Redlands, he purported to be an advocate for Redlands Airport. His official actions concerning the airport often took a different direction.

Councilman James staunchly defended Airport Advisory Board member appointments that were made from outside the pilot community at Redlands airport. He also defended appointments of AAB members without current or any aviation credentials. He initiated the motion to approve the new developments south of the airport (Councilwoman Pat Gilbreath seconded the motion). Councilman James, at the same meeting stated the importance of the City enforcing a helicopter traffic pattern with lateral limits to prevent overflight of the new homes. These statements have highlighted a serious concern shared by RAA members that City of Redlands officials believe they have authority over aircraft operating in the National Airspace System. In the end, perhaps 256 votes cast by Redlands residents based at our airport and their friends and family made a difference in this race.

Incumbent Councilwoman Pat Gilbreath received 8,216 votes or nearly 18 percent of the votes cast for the nine candidates. Her victory was clear early on. This will be her 6th time elected as a councilwoman in Redlands. Pat appears to be well supported in the community. Pat also has repeatedly mentioned her affinity and support for the airport by publicly stating she is a pilot. She has also served as the Airport Advisory Board Council Liaison.

Pat earned her private pilot's license years ago, and at one point shared ownership of an aircraft at REI. Her official voting record on airport developments isn't airport friendly as in 2006 (Walton) and recently (Diversified Pacific) she has voted to allow residential development adjacent to the airport.

This will be the last "at large" Redlands City election. Redlands will be adopting voter districts. So, we may see three new council members elected at the next 2 elections. It probable that only two of the existing council members may be able to hang onto their seats with the voter districts being proposed.

It's not difficult to understand why it's so important for the RAA to be involved in local government and to develop a relationship with new council members. Even better yet, we would encourage a candidate from our airport community to run for a council seat if they live in an under-represented district. This would probably be anywhere other than South Redlands. Anybody considering running for an elected office?

Congratulations to the candidates. Serving as an elected official is often a thankless job. We appreciate their interest and involvement in the community. We look forward to working collaboratively with both council member-elect.

2016 Stuff A Plane With Toys For Tots – Another Success!

By RAA Secretary Cindy Gablin

October 29th marked the kickoff of our 2nd Annual Stuff A Plane With Toys for Tots. It was definitely bigger and better than last year. Toys were piled high under Jim Philip's Cessna 310! Although we did not count the toys that day, we knew we had bypassed what we collected last year.

We had a lot of hoops to jump through last year to get the event approved by the City of Redlands. This year, aside from a lack of communication from a couple city groups, it was much easier. It was still a lot of work to put the event together, but the hard work paid off.



The kickoff included a visit from Santa Denny, who arrived in his purple and yellow Pitts to greet the kids. We also had multiple exhibitors. The exhibitors included: San Bernardino County Sheriffs Aviation Division, Redlands Fire Department, Redlands Police Department, Hangar 24 Charities, Read for Life, Aero Tech Academies, Redlands Flying Club, Westwind Flying Club, Valley College, Valley College Aero Club, and of course our friends from the 29 Palms USMC Reserve.

There were cars, motorcycles, and planes on display. I would have liked to see the airplanes outnumber the cars and motorcycles though! (maybe next year?) Our food vendor this year was Chick-fil-a. They were wonderful to work with and the food was great!

Our notable donors on this day included: Redlands Police Officers Association, San Bernardino County Sheriffs Aviation Division, Redlands Aviation, Clean Relief Portables and RAA members Al Barone, James and Diane Hoyt. Also, Alex Mirand and his family flew in from Long Beach, in his beautiful King Air, and donated 6 new bicycles. RAA members Dave and Michelle Guthmiller donated 6 new helmets to go with the bicycles.

The RAA continued to collect toys and put boxes in multiple places around the airport. Although we had boxes in the airport lobby, Arthurs Restaurant, Johnny's Tacos, and Hangar 24, the only location that generated any toys was at Arthurs Restaurant. Thank you, Arthur's patrons, for your generosity!

Thanks to the help from some of our members, on Friday, December 2nd, we counted and bagged up the toys to be ready to load up planes on the 3rd. December 3rd was to be our day to fly the toys to TNP to deliver them to the USMC. Unfortunately, Santa Ana conditions resulted in dangerous high winds. In the interest of safety, we decided to postpone the delivery of the toys until December 10th.

On Saturday, December 10th, 27 planes flew from REI to TNP. Redlands pilots, Dick and Sandy Davidson, were in Havasu on the 10th so, they flew their Lance from HII loaded with 2 bicycles, 2 tricycles and 2 skateboards they donated. Many of the pilots and crew were dressed in holiday garb. We were very colorful. Ingrid Biglow, Sandy Davidson and Dick Davidson went the extra mile with their outfits (Dick looked great even though he told Ted he wouldn't wear tights). If you get a chance, check out the event photos on the RAA website at <http://raacp.org/>. Click on the photos tab and you can find the link to the photos.

All 27 planes arrived at TNP in a 45-minute window stuffed with toys! The pilots were all based at Redlands except for Alex Mirand, our Long Beach pilot, who once again fired up his King Air and flew to Redlands to pick-up and deliver the bicycles that he had donated at the October kickoff event. Ted spoke with him at TNP and he shared his motivation was to support a great cause, Toys for Tots, and to call attention to general aviation. Alex is an awesome and generous man!

Our Safety Officer, Dennis Brown, (aka Santa), whipped up an arrival procedure plan that facilitated all the pilots maintaining an orderly aerial procession beginning over Yucca Valley airport and ending at 29 Palms airport. Everything went to plan, as everyone arrived safely! It was an awesome sight!!!



The USMC was impressed with the airlift and 40 participating pilots and crew members helped them load-up the over 600 toys, including 8 bikes and 2 trikes!

The RAA collected roughly \$920 in cash donations plus \$80 that Redlands Aviation donated from the raffle proceeds at the October 29th event. RAA members voted to absorb the October event expenses of \$486 and approved a donation of \$1000 to 29 Palms Toys for Tots. So, at a brief presentation on the ramp at TNP, I presented a check for \$1000 to Staff Sargent Slye, USMC Reserve 29 Palms.

Overall, I am very pleased with the turnout for the airlift. Next year, I hope to have a bigger turn out of planes on display at the kickoff! We also need more help preparing for the kickoff so we can get more toy donations. The Marines have promised that they can plan to have a military vehicle meet us at TNP next year and we have a goal to FILL it to the brim!

Good job everyone and a special thanks to all the volunteers! We can't do things like this without volunteers. Here's to next year being even better!



Wildlife Incursions at REI

By RAA Safety Officer, Dennis Brown



We are experiencing multiple instances of wildlife incursions on the runway and in the air.

Just this morning (December 15), I entered the Coyote Gate (coincidentally) to find 5 coyotes, of various ages and size, on the runway and taxiway. Driving onto the taxiway, I was able to scare them to the north side of the runway. The fence offers very little security for the patrons of REI as far as keeping wildlife off the airport. I spent years constructing freeways for the State of California, and the Right of Way fence is always animal proof as the State realizes, the public safety could be put to risk by collisions between cars and wildlife. I am of the opinion; our facility should consider the same risks.

Additionally, we have had an influx of waterfowl flying over the approach and departure ends of the runway. Recently, while departing, an aircraft impacted a bird with the right wing. Damage to the wing is a noticeable dent. The owner has just recently purchased this craft and is not anxious to replace the entire leading edge to the tune of several thousand dollars.

These accidents have and will continue to happen, regardless of mitigation. Nature finds its way into all of our lives. However, the absence of a determined approach to limiting exposure to wildlife encroachment, offers the possibility of an accident that is not so minor, or worse still – fatal.

We have still not heard, when the new Citrus reservoir is filled, how the California Department of Water Resources (CDWR) plans on controlling birdlife at the facility. I feel we should have, by now, seen or heard a plan as to how this will be accomplished. Perhaps the City should demand a meaningful plan from the CDWR before an accident happens.

A walking tour around the airport fence will easily show where the canines are passing under or through the fence. Perhaps the City could conduct such an assessment and repair these holes to prevent, with simple risk management, a possible calamity on the runway.

Fly safe, fly well, and fly a long time....

Dennis K. Brown

Note from the editor- If you are involved in a wildlife strike, please remember to report it through the FAA's wildlife strike reporting system. You can do so online at this link: <http://wildlife.faa.gov/strikenew.aspx> Please notify the RAA too. Send an e-mail to: Redlands.airport.association@gmail.com

Let's All Fly Safe Out There!

Are You Aware of the Airport Municipal Codes?

By RAA Director, James Hoyt

FAA Team Rep., Comm, CFII, MEI, AGI, A&P

The City of Redlands has an Airport Municipal Code that is posted on line, under the Quality of Life Department, Municipal Code, Chapter 12.56 Municipal Airport. The language for these code sections can be read in the City of Redlands [Municipal Code](#).

The purpose of the code is to establish policies and procedures to be followed by persons operating aircraft, ground vehicles, and equipment on and in the vicinity of KREI, both in the air and on the ground. Per the code, deviations are permitted only during periods of emergency or as directed by the director of aviation, city of Redlands, or his appointed representatives.

Pilots always operate their flights under multiple regulations, and that doesn't stop when we get to the airport. This code is in place for the safety of all airport users, and the code stipulates that it is the responsibility of aircraft owners, aircraft operators, and users of the airfield and surrounding support facilities to become familiar with the provisions of the code, in the interests of safe and efficient utilization of KREI.

The City has been getting complaints from airport tenants about vehicles being parked for extended periods of time, more than the 96 hours that is posted at the airport. We all see the vehicles and it appears the owners are using the airport as long term parking for a future project, airport car or business. Other complaints received by the City concern vehicles parked unattended in areas between hangar rows. These issues are violations of ordinances 12.56.300, and 12.56.360. Are you aware that the city can cite owners and tow vehicles away at their expense for these violations? See ordinance 12.56.360.

We are not asking the City to enforce these laws by towing vehicles away. We are simply asking airport users to be considerate of their neighbors and not to use the airport as a dumping ground for your future project or long term parking for your spare vehicles. Airport users can park their vehicles in hangars indefinitely if you go somewhere in your plane. All the leaseholders have some short-term tenant parking areas outside of their hangars if you are coming down to visit.

All regulations pertaining to vehicles on the airport are currently pending review by city staff. These include parking for airport tenants, where operation is allowed, prohibited negligent operation, and illegal parking. At some point, there will be public readings before the city council in order to authorize any proposed changes to the code. It is imperative that airport community members be in attendance at both readings to monitor any proposed changes and to speak out in favor of or in opposition to any changes. I also sincerely hope that input from the RAA and the Airport Advisory Board will be requested by the city of Redlands before the final regulations are brought forth to the council for approval.

It's to your benefit to read and become familiar with the current municipal code, whether you agree or disagree with any of the regulations. Personally, I find it silly that we can't legally enjoy a beer in our hangars (Code Section 12.56.090), but that is probably a fight for another day.

A Message from Cal Pilots President Corl Leach.....

By CalPilots President Corl Leach

CalPilots performs its aviation advocacy mission in a complex and multi-layered bureaucratic and regulatory environment. Sometimes just being in the right place at the right time is a huge challenge. Fortunately, we have a cadre of highly skilled and dedicated volunteers who have deciphered the system and formed relationships with influential people to strengthen our ability to be effective GA advocates.



No matter how well we know an elected official, one of the first questions will be something along the lines of “what’s the size of your organization?” (That’s the polite way of asking how many voters will my decision impact!) Our response, usually follows that “we represent ___ pilots”. Notice that we don’t say how many actual members CalPilots has? There’s a reason for this, and the reason goes back decades!

When CalPilots predecessor, the California Aviation Council, began encouraging the formation of local aviation groups at airports throughout the state, they chose to permit these “chapters” to essentially operate autonomously. Over time, the perception became “if I’m a member of a CalPilots Chapter then I must also be a CalPilots member.”

This was and remains a false assumption. Although organizations may affiliate with CalPilots as a symbol of their support for the Association’s mission, their own members should join CalPilots as individual members in order to be counted among its represented.

As a result, the total number of actual members of CalPilots is very small compared to the total number of members who belong to its chapters and affiliates. This is not only an upside down situation, but also minimizes the effectiveness of CalPilots when it performs aviation activities for government officials in Sacramento.

With the end of the year coming up, this is a logical time for Chapter and Affiliated organization leaders to step up their pitch to their own members: support the State level of the Aviation Advocacy triad by joining with the California Pilots Association!

Many of you may also be making end-of-the-year donations to charitable organizations. I ask that you consider putting the California Pilots Association on your list. An IRC 501(c)(3) tax exempt non-profit entity, CalPilots promises to employ 100% of your funds directly toward the promotion of General Aviation in California.

Finally, when you’re stuck looking for that last holiday gift for your favorite aviator, slip a CalPilots Membership in their stocking!

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.

RAA Membership & Dues

Membership dues are used to promote our airport and general aviation. **All of it** gets used for fun events and expenses. A good chunk of the remaining monies is donated to Toys for Tots at the end of the year. We hear all the time that we are doing a good job, so you would think members would support our mission by paying dues of \$10 per year. Yet as of this month only 33 of our 153 members think its worth \$10.00 a year to support the RAA. We are sure that even less write a check to Calpilots for \$35.00.

If you are serious about our cause and want to support the RAA and your airport 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. You can join or renew 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 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.



RAA Classified Ads & Advertising

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



REDLANDS AEROSPORTS
Flight Training

Dennis K. Brown
Certified Flight Instructor

dennis.brown.race29@gmail.com

primary flight training
flight reviews
aerobatic instruction
tail wheel instruction
confidence building

(951) 906-4155



Redlands Aviation

P. O. Box 9641
Redlands, CA 92375
(909) 794-5642
FAX (909) 389-7083

*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.** Please get your ad to us by 9-15-16*

Redlands Airport Association

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

Redlands.Airport.Association@gmail.com

On the web:

WWW.RAACP.Org



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

Upcoming Airport Events

Hangar 24 AirFest 2017 – May 20th 2017

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

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

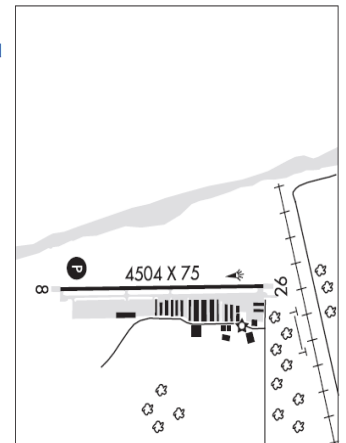
About Our Organization...

"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' 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