



6-30-16
Volume 3, Issue 2

Redlands Airport Association Newsletter

Chapter of California Pilots Association

The Mission of the RAA

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

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Presidents Letter

By RAA President Ted Gablin

I am frustrated. We have been advocating for our airport since our inception 2 years ago. It has been a tough go. Sometimes it feels like we are swimming upstream and not making any progress.

When the leaders of the RAA met for the first time, we conferenced with the leadership of an airport advocacy group in Florida. They had great success in saving their airport from certain doom from housing encroachment and a City that didn't care about their airport at all. Sound familiar? The group is the Venice Aviation Society Inc. (VASI) and you can check them out at their website: veniceaviationsociety.com

Their advice; first and foremost, educate the airport sponsor about the importance of their airport and work collaboratively with them to improve its viability. This guidance assumes the airport sponsor has a mutual interest in the viability of their airport.

They too mentioned they had challenges with City officials who put developer interests ahead of their airport and their constituent's interests. They shared the secret to dealing with those types of problems is to build public support for the airport by showing the community it's not just a place for rich boys with toys. They also shared information with the community, friends and families about City officials and staff that had conflicting agendas.

I believe the RAA should follow the advice given by our friends at VASI. We will always work collaboratively with the City of Redlands. That said, we have seen evidence that some folks at the city will do whatever it takes to allow a developer to build houses under the traffic pattern at the airport.

We have had some of the council members remind us they support the rights of a developer to develop their property. These same council members seem to have forgotten about the rights of citizens using the airport, or future citizens moving into these new homes that will have to deal with the noise. They also seem to have forgotten about the City's FAA grant obligations.

There will be two vacant council seats in Redlands on the November ballot. November is not that far away. We encourage all of you to get to know the candidates so you and your friends can take advantage of one of our other rights; **the right to vote!**

Update on Airport Issues

By RAA President, Ted Gablin

Housing Encroachment - REI is still under threat by encroaching residential development. There is more than one residential project being proposed near the airport that could impact the viability of REI. The noise and safety impacts of these developments cannot be truly known until the City of Redlands updates their Airport Land Use Compatibility Plan with the current safety zones per the 2011 Caltrans Airport Land use Planning Handbook. Redlands City Council directed staff to update the ALUCP at the November 17, 2015 Council Meeting to be “commensurate with changes in the helicopter flight operations and for consistency with the 2011 Caltrans Airport Land Use Planning Handbook”. **We are not sure why these updates have not happened.**

At a public hearing on June 21, 2016, Redlands City Council approved tentative tracts 19975 and 18979. Both projects are by the same developer with different legal names. Please see the drawing on page 3 for the locations of these projects.

Tentative tract 19975 is far away enough from the airport that it may not be an issue. We did ask the city to perform a proper review of the project with the guidelines contained in the current 2011 California Airport land Use Planning Handbook. They didn't.

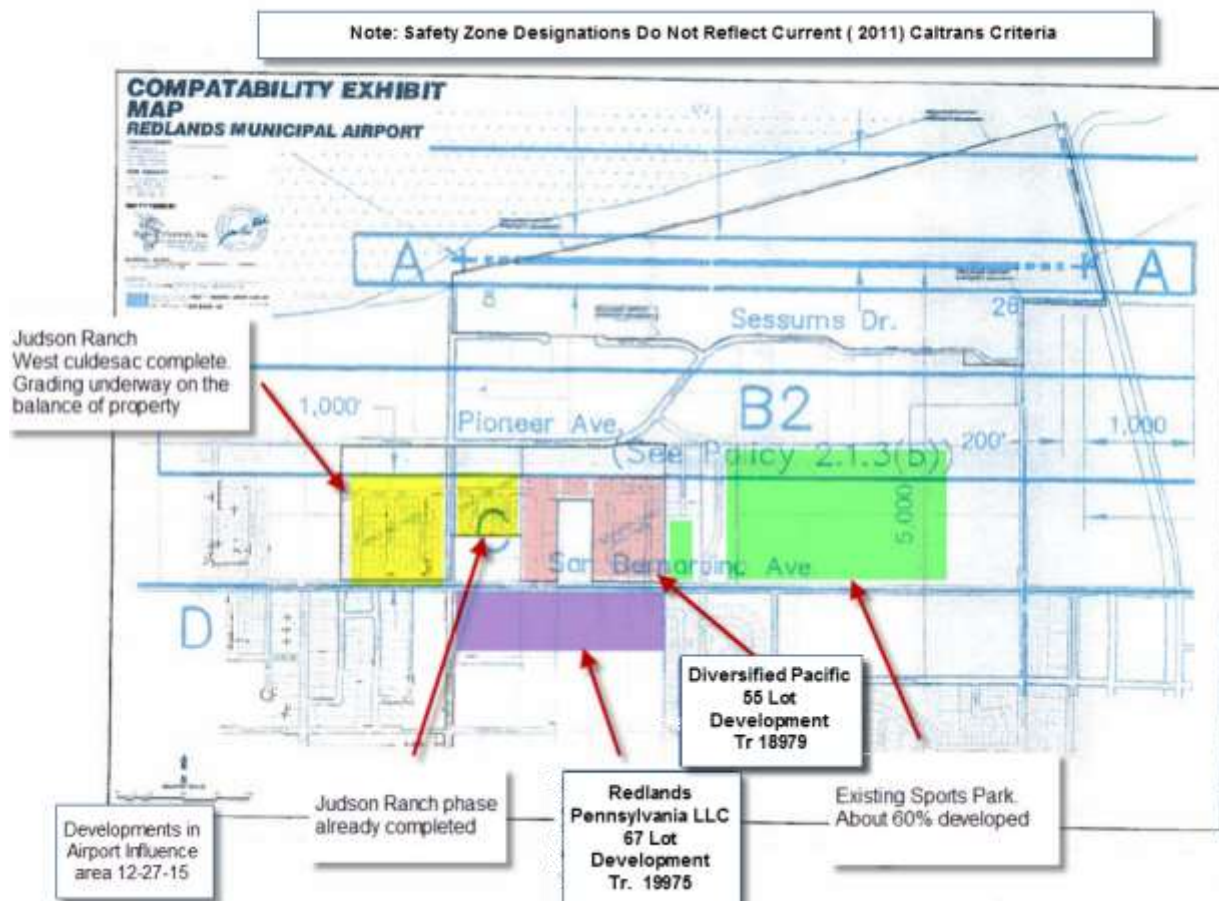
The city's reluctance to use the 2011 handbook may be for a reason. If they used those guidelines tentative tract 18979 would not be approved as it falls within a safety zone designation of “inner turning zone” which does not allow residential developments with densities exceeding one home for every 2-5 acres.

The city did have Coffman& Associates create a new noise contour map for the airport and they show that the expected average (CNEL) noise levels for this project are within acceptable standards. But, guidelines from the 2011 Handbook cautions just because a project is outside of the outermost contour on an airport noise contour map, the noise created by aircraft overflight can create issues for the airport sponsor.

The 2011 Handbook states: “valid acoustical studies and on site measurements of single event noise levels must be considered for compatibility planning”. The Coffman noise sampling performed adjacent to the project site in 2015 was for 3 days and does not qualify as a “valid acoustical study”. The city plans on mitigating noise and safety concerns by moving the helicopter training pattern north, codifying the pattern and “enforcing” it. They neglected to look at the impacts of fixed wing traffic over the area.

The city's special council says they don't need to use the 2011 guidelines and using their out of date 2003 ALUCP is perfectly legal for land use planning. The city did state they were going to update the ALUCP at a future date.

That's the quick and dirty of where we are. Not sure if there will be next steps. The FAA and Caltrans have yet to become involved and litigation is expensive.



The Harmony Project - This one is in the City of Highland. It is located east of Greenspot Rd., north of the Santa Ana River and west of Hwy 38. At build out, it could have as many as 3,632 residential units. This project is 1.6 miles east of REI as the crow flies and outside of the **current** REI established airport influence area. It is closer to the aerobatic practice area (APA) than REI. Recognizing these threats some RAA members including Jim Hoyt, Ingrid Biglow and Casey Erikson attended one or more Highland Planning Commission meetings to make the commissioners aware of the potential noise issues. Casey spent some time with one of the Commissioners reviewing the use and need for the APA.

It is difficult to say if normal REI airport operations will create noise issues for this development. If the Redlands City Council ordered updates to the ALUCP were made, the location of the REI airport influence area could change. That could result in some noise related conditions being imposed on this development.

The City of Redlands Development Services Department (Robert Dahlquest) prepared responses to the Draft EIR for the Harmony Specific Plan in 2014 and 2016. Numerous comments were made about traffic impacts, air pollution, greenhouse gases, bike parking, and concerns about vehicle noise to residents living along Hwy 38 resulting from the increased vehicle traffic. The airport was not mentioned in the comments prepared by the City of Redlands.

The APA generates a fair amount of aircraft noise when in use. It may be doomed by the development of this project. The APA certainly provides financial benefit to Redlands Airport and ultimately to the City of Redlands. We have many aerobatic pilots and at least one or more aerobatic instruction businesses based at REI because of the nearby APA. Maybe the consultants doing the Airport Business plan can help the City of Redlands understand why it's important financially to protect the airport from residential encroachment. More to come...

Citrus Reservoir Stockpile Obstacle East of the Airport

Yes it's still there. How can you miss it! But we have seen some activity recently by the property owner to remove some of the material. We assume that is being done as a result of San Bernardino County code enforcement division's actions. Unfortunately the manner the material is being removed is not very airport friendly. The property owner has set up a material sorting plant on the toe of the obstacle slope at the closest location to approaching aircraft. Also, the property owner is not removing the obstacle with urgency. Its removal instead appears to be tied to his ability to sell the stockpile material.

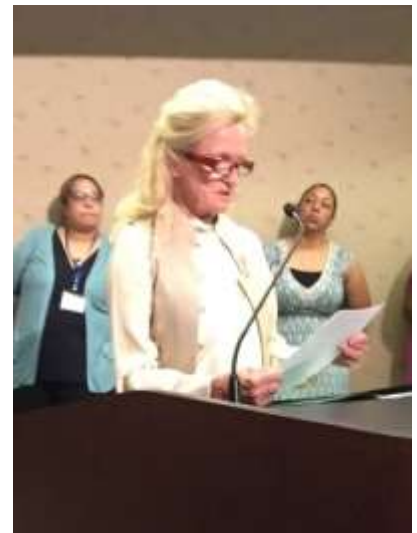
We do not believe the owner has obtained FAA or Caltrans approval of the location and operation of their sorting plant. It sits on top of the 20:1 slope that Caltrans ordered in 2015 as an interim measure



until the stockpile was removed. There are flags on their equipment but there aren't any lights at night. Vehicles are also left on the slope when work is not being performed.

The RAA shared our concerns with the City of Redlands. We tried the County code enforcement staff, but they didn't return my calls or our e-mail. Our contacts at the Quality of Life Department at the City of Redlands have shared that they too are not having any luck in getting county staff to resolve the situation.

So, Ingrid Biglow, Jim Hoyt and I went to the San Bernardino County Board of Supervisors meeting on June 15, 2016 to voice our concerns during public comment. Both Ingrid Biglow and I made our comments and requested the board's assistance to get the proper focus on removing this hazard. Chairman Ramos referred the matter to the CEO of the Board for follow-up. More to come...



Thank you to the RAA membership for all you have done, and continue to do, to support our mission to protect the long-term viability of REI!!!

Airport Advisory Board (AAB) Reappointments

By RAA President, Ted Gablin

AAB members John Loy and James Caley were reappointed for another term on the AAB at the 5/3/16 Redlands City Council meeting. The reappointments were a surprise for many of us as the city posted vacancies for the AAB on their website.

RAA member Ensen Mason had applied for the recent vacancies and was interviewed but was not selected. Ensen is a small business owner in Redlands and has extensive professional qualifications (EA, CPA and MBA) in addition to his aviation experience. This was the second time he had applied for a seat on the AAB. The staff report for this agenda item included applications from a few other candidates, but Ensen, in my opinion, had the most appropriate experience for the posted vacancy.

This is not the first time a member of the airport community was bypassed for a board seat. Other airport users have applied in recent years and were turned down in favor of people who don't show up for meetings and lack the qualifications relevant to issues the airport faces.

The AAB has worked very well with the RAA and supported many of the airport issues near and dear to our members. **They do support the airport.** AAB Chair and RAA member Ingrid Biglow is a great champion for the airport. She also is a very dedicated volunteer to the City of Redlands. But, there have been challenges with attendance and engagement amongst some of the board members. Many times they barely had the required attendance for a quorum. Some members do not seem to be prepared to discuss agenda items. There have only been two occasions in the last 18 months where the entire board was present for a meeting. We looked at board member attendance in 2015 and 2016. Here's what we found:

2015: 9 Meetings

Board Member	Absent	Absentee %
John Loy	5	55%
John Oros	4	44%
Miles Miller	3	33%
James Caley	3	33%
Kevin Hockenson	1	11%
Ron Klinkebiel	1	11%
Ingrid Biglow	0	0%

2016: 5 Meetings

Board Member	Absent	Absentee %
John Oros	4	80%
Miles Miller	3	60%
Ron Klinkebiel	2	40%
Kevin Hockenson	0	0%
John Loy	0	0%
James Caley	0	0%
Ingrid Biglow	0	0%

Note: All members were present on 4-6-16. The 6-1-16 meeting was cancelled because there were not enough members present to have a quorum.

In the members' defense, these volunteers are donating their time. ***We do appreciate their service!*** Additionally, the City has scheduled many "special" meetings with little notice. Even with consideration of these factors, some of the members' absences do seem excessive. Why volunteer to be on a board if you can't make the meetings?



All AAB Members Present - 4/6/16 Meeting

The "City that Works" isn't helping here. They do not appear to have any published knowledge, experience or attendance standards that are required to be an AAB board member.

Remember, the AAB's purpose, per the municipal code, is to act in an advisory capacity in all airport related matters to Redlands City Council. There certainly have been many airport related matters that have gone before council in the last two years that demand good advice. The City has recently relied on at least 3 external consultants to advise council on aviation matters. We estimate they have spent somewhere around **\$300,000** of taxpayer money for this advice. Why go external if you have an active and qualified advisory board that is supposed to provide guidance at no cost to the City?

Candidates that should be considered at the top of the list for AAB vacancies should include; financial professionals that could work with the city to ensure a balanced airport budget, pilots with flight operations experience to help with airport operations or airport management, business owners that could assist in the development of the business plan, and chamber of commerce members who could help promote the airport.

At a minimum, shouldn't it be prudent for the City to make regular attendance a requirement for reappointing or even keeping board members? We think it would help to set expectations for the intended purpose of the AAB. We are hearing Councilman John James plays a key role in selecting AAB candidates. Perhaps you may consider asking him how he chooses candidates.

Airfest 2016 in Review

By RAA Vice-President, Steve Willer

The 2016 Hangar 24 Airfest & 8th Anniversary Celebration took place at REI on Saturday, May 14, 2016. The one-day event was packed with aerial entertainment, music, kid's activities, plenty of food and beverage, and booths from local businesses, public safety organizations, and non-profits, including the RAA.

According to Sue Cook from Hangar 24, this year's event exceeded their expectations with estimated attendance around 15,000 people. She said that organizers received positive feedback from both performers, such as the Patriots Jet Team, and attendees alike. Hangar 24 intends to continue to sponsor this annual event and the date for 2017 is still under consideration.

Cook noted that donations will be given to organizations that fit Hangar 24 Charities mission (youth & veterans) as well as to the following organizations which provided volunteers; Blackhawk Football Booster, Boy Scouts Troop 4 & 44, Boys & Girls Club, Citrus Valley Girls Volleyball, Citrus Valley Softball Booster, Murrieta Wrestling Booster, RCBC Rev Cheer, and Redlands Elks. She closed by saying that nothing has been finalized and official donation amounts will be publicized once the financials are complete.

RAA @ AIRFEST 2016

A few dedicated RAA members braved the heat of Airfest 2016 to raise awareness of REI. We couldn't pass over the opportunity to get out the word to thousands about the good things happening at our airport (and some of the challenges we are facing at City Hall). Here are my observations from the few hours that I spent at the booth.

First, there is support from Redlands citizens and area aviators alike for the airport. The people of Redlands understand the value of having a community airport as not only a means for transportation, but also for the economic development, public safety, and educational services it provides. We need to work to help make their voices heard at the City.

Second, it isn't just us at the airport who are against the proposed expansion of the Judson Ranch development. Many residents who live in the vicinity of the proposed site, as well as across Redlands, are concerned about the re-zoning & removal of agricultural land. Others have also cited the drought and the water restrictions as reasons that they are against this development. When they learn about the threat this housing tract poses to the airport, they're even more concerned about the decision making process taking place at City Hall.



Airfest proved to be a valuable venue for us to get the word out about REI and to engage with local residents from around the Inland Empire. A big thank you to all of the RAA members that supported this event and I hope to have more of you join us next year!

WHY I SUPPORT H24'S ANNUAL AIRFEST

Patrons and tenants at Redlands Municipal all have their thoughts regarding Airfest. Here is my humble opinion as to why it is a positive for REI:

1. ***It helps to inspire the next generation of aviation professionals.*** At age 35, I'm certainly one of the youngest members of our airport community. As a freelance CFI at REI since 2013, I've never given a lesson or provided a flight review to anyone younger than me (note: I have a full-time day job and do limited instruction). I'm sure our more active CFI's at the field may have a student or two at most that is my age (35) or younger.
2. ***Thousands of people visit the airport.*** Community airports across the U.S. are disappearing (Rialto anyone?). Those of you that have grown up in SoCal probably need more than a few fingers to count all that have disappeared in your lifetime. I don't want REI to be the second that I experience since moving to Redlands in 2011. It's hard to hold an airshow at an airport that doesn't exist. Getting people to the airport is of the utmost importance (re-read #1 above)!
3. ***Opportunity to showcase REI talent.*** This year saw Tony Higa added to the Airfest line-up and was, in my opinion, the star of the show! Tony is truly living his dream. REI is loaded with talented aerial performers, air racers, and unique aircraft. Instead of seeing duplicate aerial performances, maybe we could look to showcase more local talent as a balance to the larger acts?
4. ***Evolution of Airfest.*** This year's Airfest was a far cry from the event held in past years. Every year lessons are learned and changes are made. The RAA can actually trace its roots to some pretty horrible experiences from Airfest in years past. Instead of just complaining, the RAA acted by engaging Hangar 24 and the City. I have to give credit where it is due, and the organizers at Hangar 24 have certainly been responsive to the airport community's concerns. I also applaud H24 for making the investment in bringing in top aviation talent. Believe me, a good airshow will bring in a lot more people than a keg party.
5. ***I like beer and airplanes*** – 'nuff said

These are the pros that far outweigh the cons when I think about Airfest. If I need to fly an aircraft on that day, I'll simply reposition to SBD (cheaper fuel plus Luxivair has some insanely tasty lemon cookies).

SAVIOR OF GENERAL AVIATION

By Jolie Lucas

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Work to keep your airport an airport!



A few years back a critic of mine said that I “fly around the country acting like I am the savior of general aviation.” As I thought about this criticism, I had to admit there is *some* truth to the statement. I so strongly believe in promoting general aviation, I developed a presentation called PGA²: Promote General Aviation, Protect G.A. Airports. I have presented PGA² at AirVenture, Women in Aviation, Mooney Aircraft Pilots Association and to many pilot groups throughout California. I firmly believe that unless we all *do* something, the face of general aviation in the United States could change for the worse. So, it looks like my critic is right. This begs the question, why aren’t there more folks out there doing the same?

A few years ago, I accepted a position on the board of the California Pilots Association [CalPilots]. Founded in 1949, CalPilots is a statewide non-profit volunteer organization committed to the support of our state General Aviation airports and flight privileges. Protecting airports and promoting G.A. is right in line with the work I have been doing with the two grass-roots groups I founded: the Mooney Ambassadors www.MooneyAmbassadors.com], and the Friends of Oceano Airport www.FriendsofOceanoAirport.com]. So accepting the two-year vice presidency of Region 3 was a no-brainer.



Bring them inside the fence with fun activities

What can the average lover of aviation do to help inspire the love of flight and protect their home drome? By engaging! Get involved at your airport. Think about aviation events in your area. Attend as many as you can, or better yet, volunteer to help. No events at your home airport? Start one.

Stay involved. Know your airport board and the political figures who oversee your airport. Keep abreast of issues that could affect your airport and attend meetings about such. Educate yourself as to what general aviation truly is. Write an editorial on how general aviation positively affects your community. Get to know your media folks and invite them to the airport for a tour. Take them for an airplane ride.

They like to have fun too. Tell them general aviation fights forest fires, provides emergency ambulance and rescue services. Let them know about all volunteer Angel Flight, which provides medical transportation to those in need. Inform them the package they recently received might have been delivered by a General Aviation FedEx or UPS feeder airplane.



Aviation lovers ask me why they should become a member of state or local groups when they already belong to AOPA, EAA, NBAA, or other national aviation groups. The short answer is that state aviation issues are increasing and national aviation organizations can no longer address them all, or protect all of our airports.

We have to do more to protect general aviation airports. I believe in a "Three Tiered Aviation Defense Strategy" that aviation enthusiasts should belong to local, statewide, and national aviation organizations. Further, all three tiers must work together, which is beginning to happen. It is vital that all, aviators and enthusiasts, get involved. Each of us can do something to help, no matter how small.

Am I the savior of G.A.? No, we all must band together against apathy. We need to go from complaint to mandate. Promoting general aviation protects G.A. airports. You can do something today.

From Complaint to Mandate



Airport Maintenance and Safety

By RAA Safety Officer, Dennis Brown



I am using this podium this month to expound on the lack of service by government at all levels, many of which effect the safety of this facility we call home, the Redlands Municipal Airport.

The airport has many existing pitfalls, figuratively and literally. We, the taxpayers and stakeholders, are paying for services we not only don't, but can't get. The items we point out range from nuisance maintenance to safety of flight.

We pointed out that the ramp was being destroyed by weeds eight months prior to the Hangar 24 airshow. We walked the runway and gathered FOD (foreign object debris) multiple times, to show the runway needed to be swept regularly. Two days before the highly visible AirFest 2016 event a city crew of trucks and personnel came to spray and hand trim the weeds and three brooms showed up to detail the runway and the ramp.

Many of us, formally in construction, showed city officials that the crushing and screening plants that are on the incline left at the direction of CalTrans as the maximum obstruction permitted, was not being set up to remove the material on the end of the runway, and is being used to in fact to process the large stockpile first. Now this additional vertical obstacle, with no night illumination, is worse than the previous obstacle and no one seems to care.

There has been a fatality on the field in the drainage ditch adjacent to the taxiway. This ditch is a tank trap. This is a danger, yet there is still no delineation from either side, that the hazard exists. Some simple low reflectors could have prevented this tragedy.

Perhaps one of the simplest items of maintenance is the lights on the wind sock. I showed the City they were not lit over a month ago yet it took almost 5 weeks before they were replaced.

There seems to be a theme here. If you use the airport, for which we pay every day in terms of taxes, fuel usage, leases, and fees; and make a complaint – you are just bitching, your opinion doesn't count. Your financial support and personal safety mean nothing. If you need to use the airport, for personal or corporate gain, and grease the wheel (as one Hangar 24 executive was heard to say about the City, "all they want is money"), you can have it all exactly the way you want it.

My current view is that it is time for some changes. Watch, carefully, the upcoming presentation and vote on the housing tract that threatens to impact the airport. Remember, when it is time to vote, who voted for it. Voice your discontent to neighbors and friends. Use your vote and theirs to make change.

I will continue to work for our safety and improvement of the airport, but I have little hope that anything meaningful will be accomplished. For now, it seems, the climate is not right to grow an airport.

Flying Safe is No Accident

By RAA Director, James Hoyt

FAASTeam Rep., Comm, CFII, MEI, AGI, A&P

The “information age” has brought about an abundance of resources at our fingertips. With these resources available to us 24/7, there is no longer the excuse of “I didn’t know”. Aviation on the internet is an area where you can find an answer to almost any question you may have. Do you need to know the current weather in Caribou ME, or the max takeoff weight of a PA-32R-301? It’s here, on the internet, on that little computer in your pocket; your phone.

A couple of the more useful, informative and fun resources for pilots and aviation maintenance personnel to use are FAA.gov and FAAST.gov. You will find information for pilots of all experience levels from student to ATP, fixed wing and helicopter. Additionally, AMT’s can locate timely information geared towards their craft. The level of information for maintenance personnel is as varied as for pilots. As an AMT Airframe Lab Instructor at SBVC, I require all of my students, as part of the A&P program, to create an account and complete several credit courses at FAAST.gov.

Get online and explore this very useful asset. You can locate the next “Safety Seminar”, watch a “Webinar”, or take an online course, all for ‘Wings’ credit. Knowledge is power, as they say. You can never have too much information to help you be a better pilot or AMT. Flying safe is no accident.

A promotional graphic for the FAA Safety website. It features a blue background with a faded image of an aircraft. In the top right corner is the Federal Aviation Administration logo. The main text reads "Go to Maintenance Hangar on FAASafety.gov for". Below this, there are three bullet points, each preceded by a diamond symbol. The first bullet point is "Awards Programs" with sub-bullets: "Automated AMT Awards Program", "Charles Taylor 'Master Mechanic' Program", and "Charles Taylor 'Master Mechanic' Role of Honor". The second bullet point is "IA Refresher Training Courses and Providers". The third bullet point is "Online Maintenance Resources" with sub-bullets: "Events", "Tools and Training Courses", "Maintenance Safety Tips", and "Nuts and Bolts Newsletter". At the bottom, the website address "www.FAASafety.gov" is displayed, with the tagline "Your Aviation Safety Web Site" underneath. A small alphanumeric code "142121964" is visible in the bottom right corner.

 Federal Aviation Administration

Go to Maintenance Hangar on FAASafety.gov for

- ◆ Awards Programs
 - Automated AMT Awards Program
 - Charles Taylor “Master Mechanic” Program
 - Charles Taylor “Master Mechanic” Role of Honor
- ◆ IA Refresher Training Courses and Providers
- ◆ Online Maintenance Resources
 - Events
 - Tools and Training Courses
 - Maintenance Safety Tips
 - Nuts and Bolts Newsletter

www.FAASafety.gov
Your Aviation Safety Web Site

142121964

Let's All Fly Safe Out There!

Like Us on Facebook!

By RAA Director Phil Ensley

The official definition of communication is: 1. The imparting or exchanging of information or news. 2. Means of connection between people or places, in particular.

Communication has had quite a past and evolution as it has matured and adapted as time has gone by. Good old fashioned letter writing and publishing of pamphlets, books, and newspapers have been around for eons. It is a bit sad that letter writing is a dying art, there is a sort of romance and nostalgia that today's form of communication lacks. But with advancing technology, communication too must improve with the times.

First came the telegraph invented by Samuel Morse in the 1830's-1840, then as time went by, came phones and teletype. This last century saw a huge jump in ways of communication. Radio became a huge sensation, then moving pictures and television. And finally in the not too distant past came the internet and with it email and social media.

Today, it seems social media has taken over. There are many sites that millions of people are part of, whether it's Facebook, Instagram, and Twitter...etc. Some people see the writing on the wall of how dependent the younger generation has become with social media, while others see it as a great tool to use to keep people well informed. Your RAA wants to use social media in that latter way.

The Redlands Airport Association now has a Facebook page. It also has a link to the website, and the website will soon have a link to the page. Having a Facebook page will definitely help in getting the word out on what the RAA is all about to not just the immediate Redlands community, but also the general public. The RAA page will be used to keep its followers well informed on upcoming activities, current situations and dilemmas that are on the airport and surrounding areas, and it will also be used as a way of communication between the general public and the RAA members.

There is great potential for the page. If people come to an RAA event, it will be encouraged for the attendants to take pictures and place them on the FB page for all to see. Also, if people have concerns, they can bring it up on the page for the RAA members to discuss.

Using these modern day communication tools will definitely keep people engaged and up to date on our beloved airport. So if you are on Facebook, like us, at Redlands Airport Association. It's easy, just click the photo below.



KREI Events Update

Cindy Gablin and James Hoyt

On April 20th, which just happened to be California Aviation Day, Larry & Ruth Rice invited a kindergarten class to visit Redlands Airport and tour his hangar and plane. He hopes to inspire children in aviation and that someday they will want to learn to fly.

Larry's sister-in-law is a kindergarten teacher at Bryn Mawr Elementary School in Loma Linda. Her class arrived in a bus and was paraded to Larry's hangar where they toured for more than hour. Larry explained the different parts of the airplane and let each child sit in the pilot and copilot seat. The children were encouraged to ask questions, and some were very inquisitive about how an airplane flies.



The children were then each given a bag containing juice, animal crackers and a small toy airplane. They were taken over to the patio at the Airport lobby where they ate, played and cheered as Larry flew around the patch.

To see the excitement and smiles on the children's faces was priceless. This is the second year Larry has done this and hopes it is something they can continue to do. Besides inspiring the children, this kind of event shows the community what a great asset our airport is.

The leadership of the RAA encourages all our members to look for opportunities to get the community to the airport. If you have an idea, speak up, drop us line and volunteer.

August 20, 2016 - National Aviation Day Fly-In and Lunch Celebration

National Aviation Day (August 19) is a United States national observation that celebrates the development of aviation. The holiday was established in 1939 by Franklin Delano Roosevelt, who issued a presidential proclamation which designated the anniversary of Orville Wright's birthday to be National Aviation Day. The proclamation directs all federal buildings and installations to fly the US flag on that day, and encourages citizens to observe the day with activities that promote interest in aviation.

The Redlands Airport Association (RAA) is hosting a fly-in lunch on Saturday, August 20, 2016, in honor of National Aviation Day. EAA Chapter 845 will also be conducting a Young Eagles program to coincide with the lunch. RAA has listed this event on several aviation social media sites, and hopes to showcase our airport to the surrounding aviation community.

Lunch will be served from 11-2, at the Redlands Municipal Airport public lobby, and will be prepared by RAA members. Beef and veggie burgers, hot dogs, cold salad, chips, cookies, bottled water, and soda are available. If you would like to help or donate food for the event, please contact Jim Hoyt at 909-496-4698.

Look for updates on RAA's website: raacp.org or on Facebook at Redlands Airport Association.

Please join us to celebrate our aviation heritage and our great local airport!

October 29, 2016 - Stuff a Plane with Toys for Tots



Save the date! October 29th is the day for our annual "Stuff a Plane with Toys for Tots" drive. Although it still needs to be approved by the Redlands City Council, we are sure there will be no issues. We had a good turn out last year and hope to have an even better turn out this year.

The event will be very similar to last year. Besides having a couple of Marines in their dress blues, there will be airplanes, cars and motorcycles on display. We will have a food vendor and some booths. EAA will be co-sponsoring the event and will be flying Young Eagles that day as well. Santa might even show up!

We plan to advertise sooner and much more than last year. There is a lot to do to prepare for the day so if you're interested in volunteering, please let Cindy know. We need help before, during and after. Speaking of after, we will continue to collect toys until the end of November and, once again, get a caravan of planes to fly the toys to the 29 Palms Airport where we will deliver them to the Marines. We had a blast doing that last year!

Please help us by volunteering and also tell all your family and friends to come out to the airport and donate a toy on October 29th!

RAA 2016 Annual Dues are Due

It's been a year since we initiated dues to fund the association. I would like to share what we have done financially over the last year with our members' cash before we ask for your money again. On June 1, 2015 we had \$344.08 in the bank. In the last year we collected \$2130.00

This money came from:

Dues \$290
Donations \$860
Proceeds from events \$980

In the last year we spent \$1876.09. These expenses were for:

Administrative expenses \$412.69
Event expenses \$963.40
Donation to Toys for Tots \$500.

As of June 1, 2016 we have \$597.99 in the bank.

It's not about the RAA making money. The money is used to promote our airport and general aviation. We hope you continue to support our mission with your membership and dues of \$10 per year. If you haven't already paid your member dues for this year, please complete the membership form on the next page 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

Please also consider supporting our parent organization CalPilots. They do help us tremendously. You can join, renew your membership or learn about Calpilots by going to: www.calpilots.org. The RAA and CalPilots are both 501(c)3 organizations. Your dues and donations are tax deductible. Thank you for your continued support!

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.

RAA Classified Ads & Advertising

For Sale 1/3 Partnership Interest 1979 Archer II



BASED AT REDLANDS AIRPORT

ALWAYS HANGARED

Last Appraisal - October 4, 2012 - \$56,648

Total Time Airframe - 3979.9 hours

Complete Overhaul to New Standards - June, 2007

Hours since Overhaul - 467.4

Contact: Fred Paschall

(440) 315-3932

fredpaschall2@yahoo.com

Lycoming Engine O-360A1A Narrow Deck

Yellow tagged crankshaft, case checked ok, no accessories \$4500. Contact Bill Cheesman 909-855-5964

Long EZ project

Wings and canard done, fuselage nearly completed, 3 blade prop, no engine \$6000. Contact Bill Cheesman 909-855-5964

2015 Honda Civic EX-L Sedan

Loaded. White Orchid Pearl Exterior, Tan leather interior. Immaculate condition. Under warranty and only 4,100 miles. It hasn't even had its first oil change. \$19K Contact Ted Gablin 909-557-5292



*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

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

August 20, 2016 National Aviation Day Fly-in and Lunch

October 29, 2016 Stuff A Plane With Toys For Tots & Open House

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.

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 (RED)(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 tlc.
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/MUNICOM 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 (HI) 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, TC, A
IAP

