



3-31-18
Volume 5, Issue 1

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

One of the benefits of spending time at the RAA working on airport issues is learning new things about our airport. Over the last few months I have been working with AAB (and RAA) members Ensen Mason and Rich Johnson. They are both members of an AAB subcommittee tasked to look at Airport Finances. I have assisted them on a project to validate numbers in the airport budget concerning the amount of taxes that the City of Redlands receives from the airport. These are state taxes collected by San Bernardino County on buildings and aircraft. I knew we paid the County a considerable sum for these taxes. I also was aware the City of Redlands received a portion of the take. But, what I learned was eye opening.

As we all know the City basically owns the "ground" at the airport; runways, taxiways and associated improvements. They also own the city hangar complex. The rest of the buildings at the airport are privately owned, even the lobby! These privately-owned buildings are considered real property and are taxed by San Bernardino County based upon their assessed value of the building and the current tax rate.

If you rent a hangar from a private owner, you probably don't get a tax bill as your landlord has factored this expense into your rent. If you own a hangar or rent a City hangar you get to pay an annual property tax bill.

We all know the State of California also assesses a tax on our aircraft. The County of San Bernardino is charged with collecting the tax on aircraft based at REI on January 1st of each calendar year. The county assesses the value of our aircraft with input we provide them on Form 577 which is sent to owners annually. There are some legal exceptions to this tax and they were a subject on an article we did in our [September 31, 2017 newsletter](#). The assessed value of the aircraft is multiplied by the current tax rate (it's the same rate as the buildings) and aircraft owners get a tax bill.

In 2017, the assessed value of buildings at REI is a little over \$9.1 million and aircraft is over \$11.7 million. So, the combined tax base at the airport is almost \$20.9 million. This base is taxed at a rate of 1.2499%. **Bottom line, we paid almost \$261K to San Bernardino County for these taxes in 2017.** Yes, California is not kind to aircraft owners!

Where do those tax revenues go? The county collects approx. 79% of the tax revenue generated at REI and sends it to Sacramento. The State of CA. then sends most of it back to school districts and for whatever purpose the political winds blow. The City of Redlands receives approx. 21% of the taxes collected by the County. Redlands tax income from the airport in 2017 was almost \$55K.

But, Redlands only booked about \$38K of this tax revenue to the airport enterprise fund in 2017. It appears the balance (\$17K) of these taxes were used for purposes other than the airport. That just doesn't seem right.

Just a few months ago, city staff proposed a new fee schedule for airport users to generate more revenue for the airport. Do you remember the proposed \$148.50 gate card? We hope the AAB finance committee will look at why Redlands is not booking the rest of the taxes collected at the airport to the airport enterprise fund. It seems like the right thing to do.

The other takeaway from this project is that tax revenue generated from aircraft taxes at REI is important to the economic health of the airport as it is used for the airport. In addition to being an FAA requirement, it's just one more reason hangars at REI should be used for aircraft as compared to non-aviation uses.

Update on Airport Issues

RAA Members Tour San Bernardino County Sheriffs Aviation Facility

RAA members held their January meeting at the San Bernardino County Sheriffs Aviation Division Hangar facility at San Bernardino Airport (SBD) on January 24th.



The San Bernardino County Sheriffs Aviation Division has an Aero squadron consisting of many volunteer pilots and observers. These volunteers provide many hours of time supporting this aerial law enforcement division. Some volunteers even provide their own aircraft to support the "Aero Squadron". The Aero Squadron provides aerial support within the county of San Bernardino and some of its municipalities, including Redlands. We have some pilots at Redlands Airport that volunteer for this important role.

RAA member and Aero Squadron Reserve Deputy volunteer, Dave Guthmiller, gave a very informative presentation on the unit and a tour of the facility. The San Bernardino County Sheriffs Aviation Division received 13,000+ calls for service in 2017. They have a first-class operation at SBD. We can all rest well knowing that they know how to use aircraft to protect the public.

Wildlife Hazards at REI

Many of our members reported significant amounts of migrating geese overflying the airport at low altitudes in late January and early February. It appears the geese have discovered the Citrus Reservoir. Please operate over the airport with extreme caution during early morning and late afternoon hours as that is when the birds are most active. See the attached photo taken early Sunday morning February 4th.

The photos of the geese in the Citrus reservoir have been shared with our airport supervisor, Will Hamilton. He too has confirmed seeing the geese at the reservoir. This matter was also discussed at the Airport Advisory Board meeting on 2-7-18.

Mr. Hamilton has shared, at the March AAB meeting, that he has spoken with the reservoir operator, San Bernardino Valley Water District and the California Department of Water Resources about their responsibilities listed in the approved Wildlife Hazard Mitigation Plan (WHMP) for the reservoir. He also shared that his contact said they were exploring options. There is concern that the mitigations in the Wildlife Hazard Mitigation Plan utilize methods that could scare birds into approaching aircraft. Mitigations preferred by his contacts are those that keep nesting birds away entirely. Options being considered even include covering the reservoir. Mr. Hamilton was asked by AAB members to continue following up with these folks to be sure they move swiftly to implement any considered mitigation.





Wait there's more! If you haven't noticed, there has been significant Coyote activity at the airport. They have been active primarily between dusk and dawn. They can be seen running across the runway and taxiway for weeks. They are used to airplane noise too. So, they don't scatter when they hear an aircraft. Not good!

The coyote habitat is the Santa Ana wash. But their food source appears to be the avocado grove on the east end of the airport. The grove appears to be a huge attractant for them. How can you tell? Just look at all the avocado pits deposited in the Runway 26 run-up area and droppings everywhere. It's evidence that REI may have the best fed Coyotes on the planet with the shiniest coats.

The coyotes dug an opening under the fence to access the grove. It's been open for a while too! Of course, this is why we have a large volume of coyotes accessing the runway. A member saw the opening under the fence and filled it in with dirt, rocks, and a scrap timber. It took all of 10 minutes. But, you can bet they will find another way to get to this food source.

We have asked the City to keep an eye on the fence and get areas filled in where there is obvious coyote traffic. This is a good short-term mitigation. You can help too by reporting breaches in the fence that provide access to the Coyotes to our airport supervisor.

Long term, it might be good for the City of Redlands to look at an FAA Airport Improvement Plan project to make some strategic fence modifications to minimize coyote incursions. A "Safety and Security Equipment Project" to install fencing to discourage wildlife could be grant eligible. It may be very effective to concentrate on the fence near their food source, the avocado grove. All of this could help minimize the risk of an accident that could occur if a plane hit one of the coyotes on the runway.



Please be vigilant for wildlife when operating at the airport. If you are unfortunate to have a wildlife strike at REI please report it to the FAA. Complete instructions can be found in [FAA AC 150/5200-32B](#). If you need help, contact one of the RAA officers.

No Parking Zone Established on Sessums Drive at the Central Gate

Have you noticed that it's a bit easier to leave the airport from the Central Gate? Airport user's voices were heard by the AAB and the City of Redlands about the hazards associated from vehicles parked near the gate impairing visibility on the north side of Sessums Drive.

A no parking zone complete with signs and red curbs was established in February after the City Council approved the recommendation initiated by an Airport Advisory Committee and approved by the City Traffic & Parking Commission. It certainly is safer now getting in and out of the airport. A big thanks to AAB Board members Hoyt and Loy, The City Traffic and Parking Commission, and the City of Redlands for this safety improvement to our airport!



Nice!!!!!!

REI Lighting & Signage Project Phase 2 Construction Underway

On February 28th, work resumed on the second phase of the airport lighting and signage improvements project at REI. RB Development crews are doing this work. This is the same developer that did the work on the first phase. This phase of the project consists of refurbishment of the segmented circle as well as upgrades to the wind socks, REILs, PAPI (conversion to LED), and distance remaining signs.

The airport beacon was also set to be replaced. Long time airport resident, Eric Paul, learned of the pending replacement. He organized a small group of airport users to “Save the Beacon”. Eric made technical presentations at both the 3-6 Redlands City Council meeting and the 3-7 AAB meeting. He presented information demonstrating the REI WWII era beacon rotates slower and is brighter than the beacon recommended by the project engineer. He was also supported by RAA member Len Ingalls and a few more airport users. Because of the data presented and concerns expressed by airport users, the AAB recommended that city staff does not proceed with the replacement of the old beacon at this time. On 3-28, Will Hamilton shared the existing beacon will continue to remain in operation at REI. Way to go!

The phase 2 work is scheduled to take up to 61 days to complete per the project specs. The city is anticipating completion in less time, however, barring issues with weather or other unforeseen circumstances. This project is funded through a FAA AIP grant, which covers 90% of the costs, and the City of Redlands is picking up the remaining 10%. Here’s some airport impacts associated with the construction:

- There was one nighttime closure of the runway for the new PAPI installation. It occurred on March 16th.
- Segmented circle and its wind sock will be inoperative for most of the construction. A NOTAM has been posted.
- The REILs for both runway 8 and 26 will be inoperative for most of this project. NOTAMs have been posted.
- There may be periods of black out for the Super AWOS as its power is tied into the segmented circle. City staff and RB Development will be working to prevent or limit any downtime for that system.
- The new PAPI will be inoperative until the FAA flight tests its operation. City staff has initiated contact with the FAA to coordinate the flight check. This can take as long as 6 months to schedule. City staff will notify the AAB and the airport community of the date when the PAPI will be approved for operation.

Please check REI airport NOTAM’s as part of your pre-flight briefing.

Hangar Inspections Coming

Last year, the City of Redlands inspected their hangars for compliance with the FAA’s existing and soon to be implemented revised hangar use policy. At the 2-1-17 AAB meeting, it was mentioned that the City hangars were out of compliance with the FAA regulations in about 90% of their hangars. The inspection resulted in some tenants being asked to leave the city complex.

The FAA’s hangar use policy which is applicable for airports receiving FAA grants includes requirements that every hangar must have an aircraft, kit, or project. If the hangar is occupied with a kit or aircraft project, there must be progress on it. It cannot just sit there for years. FAA policy leaves it up to the airport sponsors on how to determine whether there is progress on a kit or project. The FAA’s hangar use policy ensures that tax payer funded grants to airports are being used for their intended aviation purpose. That’s a good thing.

Quality of Life Director, Chris Boatman, has shared they are planning on inspecting hangars this year to insure compliance with the FAA’s hangar use policy. We will share any communications we receive about these inspections. More to come for sure.

Redhawk 1 For Sale to the Highest Bidder

Volunteers from the Redlands PD received the email below from Detective Dan Elton, Redlands PD. Redhawk One is a 1967 172H. It does have a timed-out engine, but it may be a bargain if the final bid reflects the cost of overhaul.

If you are interested in the aircraft and have questions you may consider contacting Detective Elton. Air Support Unit volunteers may also be able to provide some information about the aircraft as well. Redhawk 1 is still hangered at REI as far as we know.

We will all miss the Redlands PD Air Support Unit operation at REI.



From: "Elton, Daniel" <delton@redlandspolice.org>

Date: March 20, 2018 at 16:35:55 PDT

Subject: Redhawk1/N3280L

Just for Info;

The city has contracted out to Ken Porter Auctions for the sale of the plane. If you know anyone interested, it will be posted on their web site within the next two months.

www.kenporterauctions.com



Dan Elton | Detective
Redlands Police Department
Investigations Unit
Air Support Unit
30 Cajon Street, Redlands CA 92373
(909) 798-7671 desk
delton@redlandspolice.org



Airport Advisory Board

AAB Finance Committee Report – Update on Airport Financials

By Ensen Mason, RAA Treasurer & AAB Board Member

On March 8th, AAB Finance Committee members Rich Johnson and Ensen Mason, along with RAA President Ted Gablin met with Chris Boatman, Director Quality of Life and Tim Sullivan, Assistant Director of Quality of Life. The City scheduled this meeting to respond to concerns expressed by the committee members at a meeting held on 12-17-17.

The December meeting was held to discuss committee concerns related to some financial events involving the airport enterprise fund. The meeting was the subject of an article I wrote in the [RAA 12-31-17 newsletter](#).

The official city response to the committees financial questions can be viewed on the RAA website under the library tab, or by clicking on this link: [3-8-18 City Response to Airport Financial Questions](#)

I want to thank Mr. Boatman and the city staff as it's clear they put a lot of research and effort into getting answers to our questions.

In the coming months, some of these items will be discussed by the Airport Advisory Board. They will decide what recommendations should be made to the city council based on our findings. I encourage everybody who has an interest in airport finances and the future of our airport to attend future AAB meetings to provide their input and to learn what recommendations occur. They meet the first Wednesday of every month at 6pm in the city council chambers.



Hangar 24 AirFest & 10th Anniversary Celebration

By RAA President, Ted Gablin



It's Hangar 24 Brewery's 10th anniversary, so they want to celebrate big time with a two-day AirFest at Redlands Municipal Airport. The event will be held on Saturday, 5-19 and Sunday, 5-20. The event is a great opportunity to share our airport and general aviation with as many as 16,000 guests.

There will also be some performer practice events on Thursday and Friday before the event. These practice sessions have been very popular with the airport community as we can view the performers without the crowds.

The event will feature a great line-up of performers. Some of them include the USAF F-16 Viper Demo Team, RCAF CF-18 Demo Team. Vicki Benzing, Jon Melby, Kent Pietsch, John Collver, Greg Colyer and our very own Redlands pilot Tony Higa. Bill Braack will be there with his Smoke-n-Thunder Jet Car. There will be aircraft displays, live music, a Kids Zone, and much more. Of course, there will also be plenty of Hangar 24 brew too. For more information on this huge event please check out the Hangar 24 Airfest 2018 website @ hangar24airfest.com.

Here's some important information about the event specific to airport tenants. This is the best information we have from presentations made by Hangar 24 Charities at the January 17, 2018 AAB meeting, information on the AirFest website, and the City of Redlands Condition of Approvals for AirFest 2018.

Set-up - Set-up activities start on Tuesday, 5-15 at 9

AM with the closure of the West Ramp. The Applicant shall close the Central Ramp to automobile traffic no sooner than 9:00 a.m. on Friday, May 19, 2018. Taxiway access for aircraft housed at the Coyote Aviation hangars will be maintained until 9:00 a.m., Friday, May 19, 2018 and restored no later than 9:00 a.m., Monday, May 21, 2018.

VIP/Performer Reception - They are planning a VIP /Performer Reception, the evening of Friday May 18th, in the VIP tent on the West Ramp. There should not be any impact to the airport use other than the impacts to activity on the West Ramp.

TFR's - There will be four TFR's associated with Airfest.

Thursday, 5-17: A one-hour TFR will be in place, the time will be determined no later than April 18, 2018.

Friday, 5-18: A two-hour TFR will be in place, the time will be determined no later than April 18, 2018.

Saturday, 5-19: A four-hour TFR will be in place from 3:30 p.m. to 7:30 p.m.

Sunday, 5-20: A four-hour TFR will be in place from 1:00 p.m. to 5:00 p.m.

Hangar Tenant Impacts - The event will still require a 300' crowd line. All hangar and airport tenants (except Coyote tenants) will need to vacate their hangars and ramp areas east of the west ramp on:

Saturday, 5-19 for five hours; from 2:30 p.m. to 7:30 p.m.

Sunday, 5-20 for five hours; from 12:00 p.m. to 5:00 p.m.

The Central gate will be closed during these times. There will be additional periods when it will be closed during the practice TFRs. The City will post the times of the gate closure by mid-April. The Coyote Aviation hangar complex shall be left accessible to their tenants during the event. The Coyote Hangar complex will be in the Alcohol Beverage Control Area. So, Coyote guests will be able to enjoy adult beverages in their hangars. But, taxiway access for these folks goes away at 9:00 a.m. Friday, May 19, 2018 and will be restored by 9:00 a.m. on Monday, May 21, 2018.

Moving Aircraft on West Ramp - Will Hamilton, City of Redlands, is taking the lead to contact City's tenants on the west ramp and providing notification that they will need to move their aircraft prior to the event. He will be providing information to the City tiedown tenants on the west ramp of alternate parking arrangements. As of the time of this article, the deadline for moving these aircraft has not been determined. Hangar 24 shows them being moved on their proposed event timeline on 5-16-18.

Airport User Event Tickets - Complimentary event tickets, up to a maximum of four, will be available for hangar owners, hangar tenants, airport businesses, tiedown tenants and flying club members. There are two ways to request tickets. A form, included at the end of this article, can be completed scanned and emailed to: hholiday@hangar24brewery.com. Or, a ticket request form can be completed online at: <https://www.hangar24airfest.com/ticketrequest>. **The deadline for ticket requests is April 20th!!!!**

Complimentary Booth Space for REI Business Owners - Complimentary booth space was made available at AirFest for REI businesses. The RAA issued a communication about that to members on 2-15. The deadline to submit requests was 2-26.

Airport Tenant Static Aircraft Displays - Hangar 24 is looking for REI aircraft to show in the static display at Airfest 2018. The space is limited so, they will be looking for aircraft that show well. If you wish to display your aircraft, there is a form that you need to complete and send with a digital picture to the e-mail address on the form as soon as possible. There are some forms on the counter in the lobby. A copy of the form is also included at the end of this article or can be found on their website at: www.hangar24airfest.com/aircraftdisplayapp.

Parking – Event parking is free this year. If you are walking over from your hangar, please be considerate of others and do not block the ramp or someone's hangar access with your vehicles!!!

West- Ramp Clean-up - Hangar 24 will be cleaning up the west ramp on Sunday, 5-20. Their timeline shows the west ramp back to normal on 5-22.



Thank you for your interest in attending Hangar 24 AirFest & 10th Anniversary Celebration happening on Saturday, May 19th from 12PM to 10PM and Sunday, May 20th from 11AM to 5PM. FREE tickets are available to hangar owners for BOTH days. Please complete the below form to receive your tickets to the event. To ensure your tickets arrive in time, please email your request to hholiday@hangar24brewery.com no later than Friday, April 20-2018, or simply fill out this request form online at www.Hangar24AirFest.com.

Unfortunately, we will be unable to accept any ticket requests after 4/20/18.

First Name:

Last Name:

Business Name (if applicable):

Hangar Name and #:

Email:

Phone Number:

Address Line 1:

Address Line 2:

City:

State:

Zip:

You may request up to four (4) tickets total:

General Admission (12 years old +):

Child (6-11 years old):

Child (0-5 years old): Not included in your 4 tickets-These tickets are FREE.

Additional tickets can be purchased at the door or online at www.Hangar24AirFest.com/TicketInfo.

Check box:

☐ Pick up at Tasting Room

☐ Mailed to address listed above

If you select to have your tickets picked up above, please pick them up from the Hangar 24 Craft Brewery Tasting Room, located at 1710 Sessums Drive, Redlands CA between April 27th and May 8th.

If you select to have your tickets mailed to the address listed above, they will be post marked Friday, May 4th.

Please contact me with any questions by email, hholiday@hangar24brewery.com, or via phone, 805-709-2221

Cheers,

Holly Holliday

Director of Events, Hangar 24 Brewery

HANGAR 24'S AIRFEST & 10TH ANNIVERSARY CELEBRATION



WE WANT TO ENJOY YOUR PLANES

Put YOUR plane on display at this year's Hangar 24 AirFest & 10th Anniversary Celebration on Saturday, May 19th and Sunday, May 20th, here at Redlands Municipal Airport!

Spaces are limited and first-come, first-served.

Name: _____

Telephone Number: _____

Email Address: _____

Type of Plane: _____

Please email a photo of your plane to hholliday@hangar24brewery.com.

All submissions must be approved by Hangar 24's AirFest Committee.

****Aircraft must remain on display until at least 7PM on Saturday, and 5PM on Sunday. ****

For More Information, or to submit this form please contact:

Holly Holliday | hholliday@hangar24brewery.com

Or, submit your form online: www.Hangar24AirFest.com/AircraftDisplayApp

San Bernardino Valley College Aeronautics Department

SBVC Aviation Program Update- Spread the News!

By RAA Member, Larry Rice

As many of you already know, SBVC has received approval from the State of California to offer new aviation programs. The two new programs are for an Associate degree program in Flight Operations and Airport Management. In addition, the college has been approved to offer a certificate program in Flight Operations and Management.

These programs include courses in Weather, Aviation Safety, Aviation Fundamentals, Powerplant, Airframe, Private Pilot Ground School and Instrument School. The college is continuing to develop courses for the Commercial pilot, CFI including Fundamentals of Instruction and Small Unmanned Aircraft Systems (drones).

Some of the best news is that we have approximately 15 students enrolled and began taking courses in January.

This program has the ability to bring new flight training business to the Redlands Airport along with our neighbor airports. Please spread the news on this new program at San Bernardino Valley College.

Also, do not forget that the college is offering night courses for the FAA A&P certificate along with the day courses for the A & P certificate. There is a tremendous need for mechanics and pilots right now. For fun, check out the opportunities at SkyWest Airlines.

The college is also being proactive at local high schools to help them take advantage of these new aviation programs.

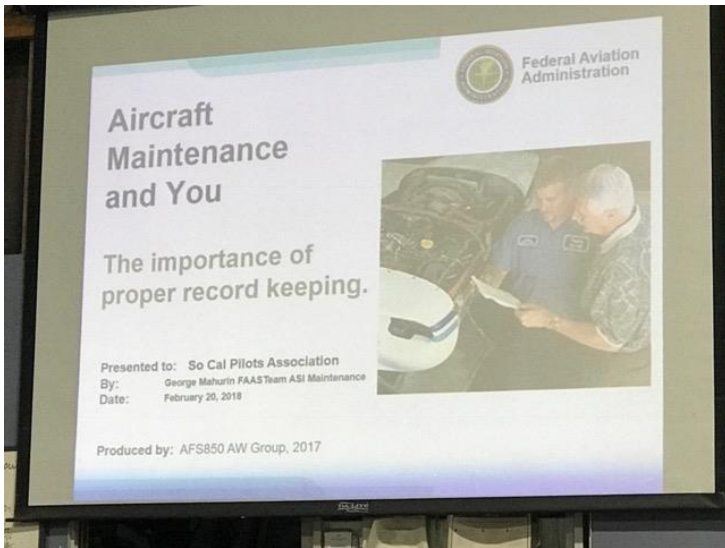
FAAST: Safety Through Education”



by RAA Director, James Hoyt, FAASTeam Rep., Comm, CFII, MEI, AGI, A&P and AAB Member

It's not uncommon for the many hats I wear connected to aviation to collide. Such was the case in the third week in February. As many of you know, our RAA President, Ted Gablin and I teach the FAA A&P Airframe curriculum at SBVC. I also am a FAAST Safety Rep and have been for many years. Ted and I encourage our students to learn above and beyond the standard requirements set by the FAA.

On February 20, I had the pleasure of spending an evening with our students at Fullerton Airport (KFUL). The Fullerton Airport Pilots Association (FAPA) sponsored a FAAST meeting on "Aviation Maintenance and You" presented by the local FSDO. The FAPA offered grilled brats, hot dogs, burgers and a drink for a donation of \$7.00. Overall the presentation and the meal were excellent.



The following Thursday on February 22, Ted and I met our students a bit closer to home at KRAL (Riverside Municipal) for a RAL FSDO presentation on “Maintenance for Pilots”. Dr. Foster, the FAAST Program Manager at the Riverside FSDO, was his usual informative and humorous self. Those of you who attended the RAA sponsored FAAST Safety meeting last year may remember Dr. Foster.



We are proud of our students who took the time to attend these FAAST Safety meetings. You will also find our students volunteering at Airfest, Young Eagles events, Toys for Tots, and National Aviation Day. Please attend a FAAST meeting near you and meet the future of aviation, our students at SBVC, when they attend.

Building an Airport Community

By RAA Secretary Cindy Gablin

I recently posted a very interesting article on the RAA's Facebook page about Gness Field Airport in Novato, California. Novato is just north of San Francisco, off Highway 101. The people at Gness Field are very involved in their efforts to keep their airport and general aviation alive. They have a lot happening from skydiving to historic plane restoration, to building planes with local students. I wanted to share a little about the article because I would love for our airport community to be more involved and prove to the City and surrounding community what a great airport we have in our own backyard.

Gness Field has their own chapter of the 99's, which is an international organization of women pilots. Founded in 1929 by 99 women pilots, the organization's first president was Amelia Earhart. The Marin Chapter of the 99's meets regularly at Gness Field and plans fly-outs, work parties and provides scholarships to support young women in aviation.

A number of Gness Field pilots volunteer with [Angel Flight West](#), a nonprofit, volunteer-driven organization of more than 1,400 pilots who donate their aircraft, piloting skills and flight costs to provide free, non-emergency air travel for children and adults with serious medical conditions across the Western states.

Rescue dogs from other parts of the country have flown into Gness Field as part of the nonprofit [Pilots N Paws](#) organization that matches volunteer pilots with out-of-area pet adopters. Frequently, these animals are flown in from areas with high kill rates at shelters or areas that recently experienced natural disasters. In case you didn't know, Redlands has a few pilots on our field that also participate in this organization which allows for families to adopt animals who find their forever homes.

Besides several projects at Gness Field that involve restoring or building historic aircraft, the Gness Field Community Association is also working with senior STEM (science, technology, engineering and math) students at their high school to build an RV-12 kit plane. Members of their association donated more than \$20,000 to this project.

Pilots at Gness Field have worked with their high school's JROTC program for 16 years. Each May, they fly 25 to 30 cadets in the JROTC to introduce them to general aviation. Just like our EAA Chapter 845, several times a year they also organize Young Eagle flights to introduce and inspire kids in the world of aviation.

Redlands Airport has over 150 hangars and multiple tie downs on the field. How many of the people at the airport do you actually know or talk to? Luckily, we have some organizations on the field that are active at Redlands Airport. It is not all business either! These groups are trying real hard to have some great aviation related social activities at our airport that promote aviation and our airport. That's good stuff and a great way to meet some of the people in our airport community.

The EAA Chapter 845 is starting out the year with a new President who is planning new and exciting things like flyouts, and presentations of interest to pilots to get more people involved.

The Redlands Airport Association has been doing a lot of work to better the airport, but we also plan to have some fun things, like the pancake breakfast in March and BBQ in August for National Aviation Day. Of course, there is our annual "Stuff a Plane with Toys for Tots" on November 3rd and the flyout of toys on December 1st.

We also have a group of pilots and friends that fly out to breakfast on Sunday mornings for that \$100 omelet. Anyone and everyone is welcome to join us. But don't forget, these organizations only exist because of volunteers. How can you help? All you have to do, is get involved, participate and volunteer.



Stall/Spin Awareness and Recovery

By RAA Safety Officer, Dennis Brown

Recently, I was writing a summation for Stall/Spin Awareness and Recovery and thought the topic might be used for an article in our newsletter. Stalls and spins are not taught in flight the way they once were. Deep stalls, accelerated stalls, secondary stalls, departure stalls and trim stalls are not demonstrated by very many instructors anymore. I thought I would share these bullet points with the RAA membership, as a refresher.



Stall Awareness, Spin Entry, Spins and Spin Recovery Procedures

- Stalls occur when the critical angle of attack is exceeded and the flow of air over the lifting surface can no longer produce lift.
- During the stall, the air produces a burble, sometimes accompanied by a shudder or vibration
- Any aircraft can be stalled at any airspeed in any attitude if the critical angle of attack is exceeded.
- Stalls can occur during abrupt maneuvering, high G loads, accelerated turns, and unusual attitudes.
- Stalls most often occur in the traffic patterns of airports and at elevations of 1000 AGL or less.
- It is possible to recognize a stall, make a recovery to the horizon and still fly into an obstacle or into the ground due to rising terrain.
- To recover from the stall, reduce the angle of attack to reattach the flow of air over the wing. (This may or may not require lowering the nose below the horizon, but must be enough to develop lift, use all the altitude necessary to accomplish the restoration of lift.) Using the rudder, level the wing, return to the horizon smoothly to avoid a secondary stall, add all the power, establish a climb and hold the best rate airspeed. (This technique will limit altitude loss and produce a climb away from the ground.)
- Spin entry can only be produced from an aggravated stall. If you are able to keep the wings level, or oscillating through level, the spin will not occur even though you are fully stalled. Rudder use is key. Always step on the high wing to bring it down, neutralize the controls to prevent the other wing from rising.
- Spins should always be done in an aircraft rated for spins. Consult the POH for restrictions and limitations. Use a competent instructor for an introduction to this very disorienting maneuver.
- A good demonstration of the spin starts in level flight, the throttle reduced to idle, the wings level and the ball centered. Hold the altitude and when the wing stalls, depress the rudder in the direction you want to spin, left or right.
- Make sure the power is at idle, keep the rudder depressed and hold full up elevator to maintain the spin.
- To stay oriented and to know where you are in the spin, count the rotations by ½ turns.
- The first rotation will eat up more altitude than subsequent turns.
- The first 1 ½ turns of the spin is the incipient stage. The second turn will use less vertical than the first.
- After the second turn, the rotations will each have about the same altitude loss. Do not release the elevator from the full aft position as this will only accelerate the spin rate.
- Recovery is started ½ to ¾ turn before you wish to exit the spin.
- Two recovery techniques are used. The PARE method and the Biggs-Mueller recovery method are very effective.
- PARE = **POWER** to idle, **AILERONS** neutral, **RUDDER** opposite the direction of rotation looking down the fuselage until spin stops, then neutral, and **ELEVATOR** (neutral to re-attach the airflow to the wings, level the wings and maneuver back to the horizon, add all the power and establish best rate airspeed to fly away from the ground.

- Biggs-Mueller = **POWER** (off), **LET GO of the CONTROLS, RUDDER** (opposite the direction of rotation looking down the fuselage until spin stops, then neutral, the aircraft will streamline and the controls will seek that streamlining, when that happens...), **ELEVATOR** to return to the horizon, add all the power and establish best rate airspeed to fly away from the ground.
- It is important to know that until you are back to the horizon with power on and at a speed that is above Vs, there is probably altitude loss. The addition of power before returning to the horizon will only increase your descent. This is why this instruction implements a climb at Vy as a completion of recovery. By practicing this recovery if you encounter a spin, you may be disoriented, frightened, and looking to comfort your passengers, but, you will be flying away from the earth and with altitude there will be safety.

Let's All Fly Safe Out There!

A Message from Cal Pilots President Carol Ford

Reprinted from the March/April 2018 Calpilots Newsletter



Carol Ford

Current California Airport Issues

Team CalPilots,

Just a short report on the airports we have our eyes on at the moment:

Banning Municipal Airport – Investigating rumblings concerning possible closure. The City may not be thinking of the big picture and the Grant Assurances they signed.

Reid-Hillview Airport: We fear that the updated business plan will be used by the Board of Santa Clara County Supervisors in May to vote for or against operating the airport.

In Los Angeles County, Santa Monica Airport, always in the news, has had earthquake fault lines again come to local attention. This highlights the importance of having an Airport nearby. Apparently, the city is also shortsightedly shortening the runway. Stay tuned.

Bermuda Dunes Airport Riverside County – Our Litigation (re: hospital close to runway.) is coming to a conclusion, we will keep you informed as soon as we know a definitive answer.

Hayward Municipal Airport – Our Atty. Karl Schweikert it has written a letter to the County of Alameda. At issue is the proposed height of a hotel near the runway.

Santa Ana/John Wayne/Orange County Airport - There is a real estate developer who wants to build a multi-unit 13 story, condominium complex, directly under the flight path of the left downwind traffic pattern at SNA.

Gross Field - Challenges with construction, etc.

There are other airports under our review as well.

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, this year only 42 of the 149 people on our mailing list 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 Form

All member information is confidential

Name _____

Address: _____ City: _____ Zip: _____

Home Phone: (____) _____ Cell Phone: (____) _____

Email: _____

Please send your check for \$10.00 with the application to:

Redlands Airport Association

1745 Sessums Dr. Ste. 1

Redlands, CA 92374-1907

Redlands.airport.association@gmail.com

You may also join or renew at the monthly RAA meetings.



RAA Classified Ads & Advertising

Redlands Municipal Hangars Has Vacancies! - Two box hangars are available. Approximately 1700 sq. ft ea. Door openings are at least 45' wide. \$650/mo. Contact Will Hamilton, REI Airport Supervisor at [909-798-7655](tel:909-798-7655) or via email at: whamilton@cityofredlands.org

Dedicated Volunteers Wanted - Interested in helping improve Redlands Airport? The RAA is seeking candidates for future leadership roles on our board. No pay, but great potential for personal satisfaction and good times. Interested? Contact the RAA at: redlands.airport.association@gmail.com

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

1963 Cessna P172 D Powermatic - Total Time 2793, SMOH 122.4 by Performance Aero Engines, the engine is a GO300, 175 hp and a McCauley constant speed propeller 67.5 since overhaul. Last annual on 10-1-2017. Narco 120-20 com, King 170 navcom, Narco 122 nav glideslope, King KMA 24 audio panel, Sigtronics 4 place intercom. New BAS shoulder harness front seats. New carpet in 2017. New Airwolf oil separator and new Pacific Coast oil cooler in 2015. There is an 18 gallon auxiliary fuel tank in the baggage compartment and 52 gallon main tanks providing 70 gallons of fuel. All log books since new plus most of all paperwork since new. This aircraft fly's great and has been trouble free. The left elevator skins were replaced due to hangar rash when I purchased it. Outside paint is a 6 or 7, the interior was replaced with a factory interior to match the original and has no tears or bare spots and would be a 5 or 6. There is a strobe on the tail and everything works. **\$30,000 Contact Ron Greene: 909-289-3716**





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FAX (909) 389-7083

Are you sure you got your maximum tax refund?
Do you wonder if you missed any tax savings opportunities?
Do you have questions about the new tax laws?
Whether you prepared your own return or had a professional prepare it, we offer tax return reviews.
No cost for RAA members.



REDLANDS AEROSPORTS
Flight Training

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Certified Flight Instructor

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primary flight training
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Airplane and Instrument Instruction  Single and Multi engine
Ground Instruction  BFR, VFR and IFR Currency Training

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.

Redlands Airport Association

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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

Redlands Airport Spring Fling - March 24, 2018

Airfest 2018 - May 19 & 20, 2018

National Aviation Day - August 18, 2018

Toys for Tots Toy Drive Kickoff - November 3, 2018

Toys for Tots Airlift to 29 Palms - December 1, 2018

Sunday Morning REI Breakfast Club - VFR Sunday Mornings at 7am.

Meet at the REI public lobby.

Important Meetings

The Redlands Airport Association meets monthly on the 4th Wednesday of the month at 6pm in the public lobby at REI

Redlands City Council meets 1st and 3rd Tuesdays of the month at 6pm. Agendas are posted 72 hours in advance for City Council meetings and Planning Commission meetings. Link for agendas and videos of previous meetings: <http://www.cityofredlands.org/cms/one.aspx?pageId=7087893>

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

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

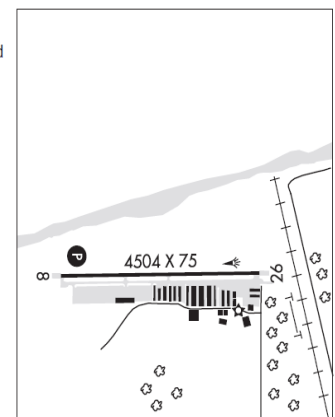
About Our Organization...

"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 t/c.
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