



6-30-18
Volume 5, 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 authorities in carrying out their duties regarding aviation and the utilization of REI in disasters, and public service events.

Highlights:

| | |
|----------------------|----|
| Presidents Letter | 1 |
| Update on REI Issues | 2 |
| Did You Know | 6 |
| AirFest Review | 7 |
| Toys 4 Tots 2018 | 8 |
| UPS Over REI | 10 |
| Safety | 13 |
| Cal Pilots Message | 15 |
| And More.... | |

Presidents Letter

By RAA President Ted Gablin

One of the agenda items on the 5-16-18 Redlands City Council meeting agenda concerned pulling REI traffic pattern details from the muni code. The AAB and city staff recommended this information should be removed. Staff also cited recommendations from their consultant, Coffman and Associates that acknowledged traffic pattern requirements are under the FAA's authority and cannot be "enforced" by a municipality. Wow, someone at city hall finally gets it!

If you weren't around in 2015, the city approved Diversified Pacific's tract 18979 under the city's existing helicopter training pattern on the south side of the airport. When noise and safety issues were brought to the city's attention by pilots at the airport, the city modified the helicopter training traffic pattern by establishing lateral boundaries that minimize overflight of the new development. They did this in spite of complaints from the airport community. This modified helicopter pattern was put in the muni code and the development was approved and built.

Aero tech Academy (ATA) grumbled when this very tight pattern was proposed. After all, student pilots would fly it. But, they agreed to try and comply to keep the peace. Many pilots and airport stakeholders filed complaints with the FAA and things got really quiet about the helicopter pattern issue until recently.

On April 10th, Will Hamilton sent letters to; ATA, Air West Helicopters and HP Helicopters reminding them of the helicopter pattern that was placed in the muni code in 2015. The letter described the pattern as 500' AGL with lateral limits west of Judson, south along Pioneer and east of Opal. The letter further stated that city staff would be monitoring helicopter flights for a minimum of two weeks. It also stated they would report operators to the FAA that did not comply with FAA airspace studies that were included with the letter. **I must ask, did anyone at the city read the current FAA airspace study that was included with the letter they sent to the helicopter operators?**

The FAA airspace study included with Will's letter, dated 1/13/17, doesn't include lateral limits on traffic patterns. It states the helicopter traffic pattern should be 500' AGL and located on the south side of the field so it won't interfere with fixed wing traffic at 929' AGL on the north side of the runway. It also stated **the FAA cannot prevent the construction of structures and that should be accomplished through zoning requirements.**

Nonetheless, someone at the city decided to issue an edict for city staff to enforce their helicopter pattern. It also appears their "training pattern" is being imposed on all helicopter operators at REI. So, Will Hamilton sat in his city vehicle and observed helicopter traffic for a few days. Nothing more was said until the 5-2 AAB meeting when this was discussed. The AAB discussed this issue and recommended the pattern be pulled from the muni code, or the muni code be updated to mirror FAA requirements. This prompted the agenda item at the 5-16 council meeting.

So, what prompted the staff enforcement action a month before the council meeting where removing the helicopter pattern from the muni code was proposed? The answer was apparent at the council meeting. Matt Jordan, the principal of Diversified Pacific and one of his attorneys were present. After being introduced by his attorney, Matt stated the city promised, three years ago, they would make sure the helicopter traffic pattern is in the muni code so that helicopters would not fly over the new houses they were building. Matt told the council, helicopters are routinely flying over these houses and that the pilots should be “disciplined”. He also told them that the airport people delayed their project over a year by making them do noise studies.

Three council members agreed to take traffic pattern information out of the muni code, but Mayor Foster and Councilman Barich said that council should keep their word and make sure people don’t fly over the houses. This was stated even though the council, as a group, acknowledged the city doesn’t have authority to do anything. The mayor stated the city can and should report the violations to the FAA. Mayor Foster also said that “if the airport association is as responsible as they say they are, that they should also report the violations to the FAA”. They ended the discussion and decided to “continue” this issue. Matt Jordan, once again, seems to have someone’s attention on the council.

Perhaps some on the council probably know the FAA will laugh if someone is turned in for not flying a pattern developed by the city. Perhaps the bravado that was visible at the council meeting was an attempt to avoid legal issues with Diversified. Diversified is still selling homes in that area and the council and staff did tell them in 2015 they would keep the training helicopters from flying over their new homes. So, there is a stalemate once again. We can bet the FAA will not publish lateral limits for any traffic pattern in the Chart Supplement. So, how do transient helicopter pilots know Redlands doesn’t want them flying over houses?

We need to educate the council to make good decisions about eliminating muni codes that are within the FAA’s jurisdiction. The city should work with the airport community to develop realistic voluntary “fly friendly” procedures, if needed, acceptable to all. Any voluntary procedures should also be shared on websites familiar to pilots.

Council elections are coming. A candidate’s position on this issue should be considered by airport tenants voting in the upcoming Redlands elections.

Update on Airport Issues

REI Lighting & Signage Project Update

The REI lighting and signage project was completed in April. The LED runway and taxiway lights are awesome. So are the huge lit windsocks and our cleaned up tetrahedron.

The new LED PAPI is in place but cannot be lit yet. The FAA must test fly it before it can be used. Per Will Hamilton, the paperwork is going thru the FAA. After that, the FAA will schedule the test. It may take 3-4 months to schedule after the paperwork is completed.

Thanks to all involved at the City of Redlands, the contractor, RB Development and the FAA for making the AIP grants program available to airport sponsors for these improvements

Redlands Airport Finally Gets a New Sign

Do you remember the deteriorated sign welcoming visitors to the transient ramp at the REI Lobby? Well there has been a spare one collecting dust for years in our airport supervisor's office. We guess they made two signs years ago. After at least a year of multiple requests, the City of Redlands installed the new sign and painted the mounting posts. Thank you to the City of Redlands for this much needed maintenance!

Before



After



San Bernardino Valley College Aeronautics Department

San Bernardino Valley College will be offering an evening private pilot ground school starting this fall. Classes begin August 13 and are on Tuesday and Thursday evenings beginning at 6:00pm until 8:50pm. It will be taught by RAA member and CFI Larry Rice. This is a popular course and it's filling up fast. Enrollment in the private pilot ground school (AERO 022) is limited. If you are thinking about enrolling in this class, please do so soon. You can register at www.valleycollege.edu. If you have questions regarding the course you can contact Larry Rice by email at: larry_rice@verizon.net

City Cooperation Requested on Use of West Ramp for Training

The west ramp of REI is used by Aero Tech Academies for student hover training. One of the first things a flight instructor does with a new helicopter student is to teach them how to hover. Even after a student solos, they practice hover training before embarking on cross country trips. Our large vacant west ramp is ideal for these uses as it's vacant and on the west end does not have things that could be obstacles to a student learning to control a helicopter. The west ramp is sometimes used by fixed wing CFI's also to teach students how to taxi.

The majority of ATA's students are here for a limited from foreign countries and paying for housing during their training. When the ramp is being used by others, it can delay their training. Many times, a student may be endorsed for solo, but is not signed off to practice hover training elsewhere. There are only a couple of helicopter CFI's at ATA and they can't always fly these students to another airport to hover practice.

Cal Fire, Redlands PD and Redlands Fire Department also use the west ramp. They use it for various training purposes too. No one complained until they showed up on the west ramp up at the height of an ATA student training cycle without notice or NOTAM's.

These issues were brought to the attention of Will Hamilton. He resolved the NOTAM issue. But it appeared ATA was still not getting adequate notice of city training activities. So, Nobu Euzeka, owner of ATA, appeared at an AAB meeting in April to explain this to the board. He asked the City to give ATA 30 days' notice of their intent to use the west ramp for training police and fire crews. ATA CFI's Brett King and Dennis Brown have written to Chris Boatman about this issue too. All at ATA have expressed understanding and appreciation of the City's need to train their critical service employees. They simply are asking for consideration of ATA's business by providing some notice that facilitates student training schedule changes.

Chris Boatman has asked the Fire Department to discontinue training exercises in the interim. He asked for the staff to bring this to the AAB's attention in May. The AAB reinforced a need for the city to give notice to ATA of the training. At the time of this newsletter Will Hamilton is scheduling a meeting with Nobu to work out a compromise that works for both parties.

Under Federal law, an airport sponsor that has accepted Federal grants is obligated to maintain the airport for public aviation use. In a limited exception to this requirement, the sponsor may temporarily close the airport or part of the airport for a nonaeronautical event such as, Fire, or Police department training if the FAA approves the closure in advance. We are not aware if the FAA has been contacted by the City to seek approval of these training sessions.

Hangar Inspections

As mentioned in our March newsletter the City of Redlands will be inspecting hangars for compliance with the FAA's hangar use policy that was revised in July 2016.

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. Here is a link to the policy: [Policy on the Non-Aeronautical Use of Airport Hangars](#)

Many hangars at REI are privately owned. We have received questions from members about the city's authority to inspect someone's private property. The FAA policy does address this in the policy:

"This policy applies regardless of whether the hangar occupant leases the hangar from the airport sponsor or developer, or the hangar occupant constructed the hangar at the occupants own expense while holding a ground lease. When land designated for aeronautical use is made available for construction of hangars, the hangars built on the land are subject to the sponsors obligations to use aeronautical facilities for aeronautical use. "

Will Hamilton, Airport Supervisor, has sent letters to all the FBO's notifying them of the impending inspections. The letter states they will also be looking for safety related issues, validating tax assessor data, and permits. We are hearing inspections will occur at the Coyote hangars first.

A copy of the city letter to the FBO's can be found at this link: [Hangar Inspection Notification Letter](#)

National Aviation Day Celebration to be held at REI on Saturday August 18, 2018

National Aviation Day is the US national holiday to celebrate the development of aviation. The holiday was established in 1939 by President Franklin D Roosevelt. It is observed officially on August 19th and coincides with Orville Wright's birthday.

The proclamation for the holiday encourages citizens to observe the day with activities that promote interest in aviation. So, we will once again celebrate aviation at Redlands Airport on Saturday August 18th. It's just easier to do this on Saturday.

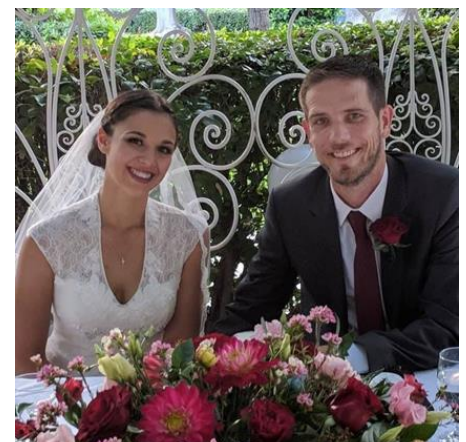
Our EAA Chapter 845 will be flying Young Eagles in morning. Pilot briefing will be at 8:30 am and Young Eagles flights start at 9 am. Kids with an adult must register between 9-10. For more info contact Beverly @909-771-3279. The RAA will be grilling hamburgers and hot dogs and serving them with all fix-in's and cold drinks between 11 am and 2 pm. Lunch is \$7.

A spot landing contest for tail-wheel and tricycle gear fixed wing aircraft will be held in the afternoon. Registration will be from 11 am -12:30 pm. A mandatory pilot briefing will be at 12:30 pm. Prizes be awarded to champs in both classes. A \$20 donation is requested and includes lunch. For more information about the spot landing contest, contact at 909-557-5292.

Of course, we are looking for volunteers to help make this event a success. If you want to help, or just have questions about the event, send an email to: redlands.airport.association@gmail.com

RAA VP Steve Willer Ties the Knot

RAA Vice-President, Steve Willer, and his fiancée, Kellie Patrick, were married on May 6, 2018 at a beautiful ceremony at Edwards Mansion in Redlands. We all wish Steve and Kellie happiness in their lives together. Congratulations from all of us!






National Aviation Day Fly-In Redlands Municipal Airport August 18, 2018



Celebrate the Occasion & Join the Fun!

EAA 845 Young Eagles Flights Starting at 9am
Kids With Adult Must Register Between 9-10
For More Info Contact Beverly @909-771-3279

BBQ Lunch 11am - 2pm - \$7

Spot Landing Contest - Prizes!
Register 11:00am -12:30pm Mandatory Safety Briefing @ 12:30pm
\$20 Donation - Includes Lunch
For more info go to raacp.org/events or, call 909-557-5292

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Did You Know? A Review of AIRCRAFT SYSTEMS for PILOTS

By Dale De Remer

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



I recently started spring cleaning through my 40 years of accumulated aviation “stuff”. My “stuff” consists of many years of training manuals, 5 logbooks, charts marked with mile stone flights of long ago, memorabilia from now closed FBOs, and many (too many) books. As I thinned out the abundance of aviation books, crates of them got a new home in Denny Brown’s EAA Library.

One book, a large format (8.5X11) paper back, entitled “Aircraft Systems for Pilots” remains in my possession as it has for nearly 20 years. My copy is an original issue, but a newer edition (4th) has been published recently. The information is presented in a simple to understand, and not overly technical fashion. This book is a single source of information about basic aircraft systems that you may not have learned during your flight training. The author’s vast aviation experience shows through in every chapter, but as written, I feel the reader will need some previous aviation experience to benefit from the book’s content. There are some areas where the author relies on the reader having a basic understanding of how a system may work, and he builds on that understanding to expand your knowledge base. I have used this book many times in the last two decades to help me hone my aircraft system skills. In my opinion this publication is a must for anyone learning to fly, people stepping up to a higher performance aircraft, all aircraft owners, and, aspiring A&Ps.

The subjects covered in this fine book are: Physics, Aircraft Engine Types & Construction, Reciprocating Engine Theory of Operation, Engine Lubrication and Cooling, Propellers and Governors, Fuels and Fuel Systems, Power Management, Supercharging & Turbocharging, Pressurization and High Altitude Operations, Electrical Components, Aircraft Electrical Systems, Hydraulic Systems and Landing Gear, Pneumatic and Deicing Systems, Aircraft Structures and Flight Controls, and finally, Aircraft Instrument Systems.

The author, Dr. Dale De Remer, has 24,000 hours of flight time in his 35+ years of flying experience. He earned a BS at Cal Poly, an MS, and a Ph.D. from Utah State. He holds an ATP, CFII, and MEI in fixed wing and helicopters, and is a seaplane instructor.

The latest edition is available in both print and digital formats from all of the usual outlets. Early editions are available (used) for as little as \$6.00; new editions run as high as \$40 on E-bay. Everyone’s favorite, Amazon, carries both formats of the new edition for about \$22 USD. The publisher, ASA, is well known in the aviation community and publishes many other fine aviation titles

Hangar 24 AirFest 2018 Review

by RAA Director, Phil Ensley

I love air shows! The sights, the sounds, the smells. I believe everyone should be able to experience some type of air show in their life, whether it's a big extravaganza at a military base, or a small mom and pop venue at the local airstrip. There is usually fun for all ages. An air show can open up a young person's imagination and potentially spark an interest of passion for aviation. Being the air show lover that I am, I was looking forward to attending the Hangar 24 air show at Redlands held May 19th and 20th of this year.

The show itself was quite wonderful, with a full myriad of acts, from top notch civilian performers, to the ear shattering performances of the military jets. And while I would love to wax poetic about how the air show thrilled me, I'm here to tell you, in more realistic terms, what I observed and felt. There were some issues at the air fest that I just cannot ignore.

The airport was jam packed with people! Of course, this is definitely not a bad thing. But with the hundreds of EZ Up canopies and giant umbrellas, it was impossible to see anything at the show line. The Smoke and Thunder jet car could not be seen, but only heard if you were not under someone's canopy.

Smoking was very apparent at the show. There was even an area to purchase a cigar and light one up. While this is fine, some extra care is needed to keep any type of smoke product away from the static displays and this simply wasn't the case. At the end of the show, most of the volunteers that marshalled the crowd in had disappeared. There was no gate control when exiting. What this meant was a free for all for pedestrians and vehicles mixing it up. Open cups of beer were still in hands of people that were out in the street. A slew of intoxicated people were also out and about outside of the fences, and one poor soul had consumed so much alcohol, the fire department was called to take care of him.

This brings me to the crux of the main issue for me, and I must be honest with you, I didn't really feel like I was at an air show. Yes, I was at an airport, my home airport, and yes there were lots of cool, beautiful, and loud aerial demonstrations, but the feeling just wasn't there. It took me some time to put my finger on it, but I finally figured out what it was. The



majority of the people there didn't buy entry tickets to see an air show, they bought tickets to drink beer. Obviously, the show was put on by Hangar 24 and it was their tenth anniversary, but I felt more like I was at a beer fest with aerial demonstrations, not an air show. I didn't feel at home; at my own airport. As an airport tenant and a long-time airport bum, the Redlands airport has a very soft spot in my heart. I had my first airplane ride at the age of four there and got married there last year; all right at the epicenter of where the air fest took place. So maybe it's just the sentimental side of me, but while observing the show, I felt the airport was being used and abused, not being shared in a positive light. I feel that an air show should be put on to celebrate aviation and allow it to be discoverable by the next generation. It should be a place for everyone in the family to enjoy. While there was a very large kid zone, I doubt the child that is pulling their plastered mother in a red wagon will remember the air show for the airplanes.

All in all, in my opinion, the air show itself was grand, but in the coming years, there is definitely lots of room for improvement. I'd love to see this event turn to where aviation and the community can come together over a beer, appreciating the passions and special camaraderie aviation has to offer.

Stuff A Plane with Toys for Tots 2018

By RAA Secretary Cindy Gablin

The 4th Annual "Stuff A Plane with Toys for Tots" planning has begun. Our kickoff event will be on November 17th from 10:00 am to 3:00 pm on the west ramp of the airport.

What I thought was going to be an easy approval this year, proved to be a little challenging again. I decided to get a jump on it this year by sending my request to the city on March 2nd for approval to have the event at the airport on November 3rd. When we chose our date for the kickoff event, we visited the ICAS (International Council of Air Shows) calendar to make sure we were not scheduling on a date to conflict with airshows in our area.

After a slight delay getting on the AAB (Airport Advisory Board) agenda, it was approved on 5/2. Next was to get it on the City Council agenda. Thanks to Chris Boatman, he pushed it through for the 5/15 agenda.

On 5/14, I found out by RAA member, Rick Stapleton, that San Bernardino Airport scheduled an airshow for the same date as our event. Due to conflicts with some of the groups we planned to invite to our event, we decided to change the date for our kickoff event, Stuff a Plane with Toys for Tots, to November 17th.

Changing the date will allow the opportunity for San Bernardino Sheriff's Aviation Division to join us as they have previously. They usually fly to our event with a couple of their helicopters to display and bring with them a few bags of toys. I immediately contacted Chris Boatman to see if we could change the date of the event without removing it from the City Council agenda. He took care of us again and our event was approved by the City Council on 5/15.

Not only did Rick Stapleton donate flyers, he had already printed them with the November 3rd date. Thankfully he is able to "adjust" them to change them to November 17th. THANK YOU, Rick!!! We will use these flyers to take to car shows to entice the car enthusiasts to bring their ride to our event.

The next hurdle: I had invited LifeStream to bring their mobile blood bank to our event again this year and when I changed the date, they were booked for November 17th. However, I am sure you all will be happy to hear, since we did such a good job donating blood last year, they are moving around their schedule, so they can join us again this year!

We plan to have a similar event as last year with a couple of additions. We will hold People Choice Awards for the Best Airplane, Best Car, and Best Motorcycle. We will have awards for winner and runner-up. So, plan to bring your wheels – be it a plane, car, or motorcycle or all the above to win a prize. We are working to get a DJ or at least some music to liven up the day as well.

As previously, we will have the US Marine Corp Reserves at the entrance, and an airport open house. We have asked Chick-fil-a Citrus Plaza to join us again, so you can purchase their delicious chicken sandwiches.

Now the fun begins; sending out invitations for exhibitors, getting confirmations, getting volunteers, and getting commitments from our own airport community to join us. Some of the exhibitors from last year are: Redlands Police & Fire dept., Angel Flight West, Civil Air Patrol, San Bernardino Valley College Aero Club, local flying clubs, airport businesses, Pilots N Paws, YAPS, and Page Project.

As you may recall, last year, we had a good turn out from the community. Besides donating toys for less fortunate children, there were 30 units of blood donated by guests to LifeStream to help save lives. The RAA continued to collect toys until early December. Some local establishments were kind enough to allow us to put collection boxes in their place of business. Ultimately, the RAA delivered over 2500 toys and almost \$1200 to the Marine Corp Reserves Toys for Tots Campaign.

Let's see how much more we can do this year. So, mark your calendars for November 17th! Also, the flyout to Twentynine Palms to deliver the toys is currently scheduled for December 1st. Our website has been updated about our event as well. You can check out the latest information about our event by going to the [Stuff a plane with Toys for Tots](#) 2018 tab on the RAA website.

If you want to help or have ideas for our kickoff event, please send them to us as soon as possible. We cannot do these events without your help. I can be reached at Redlands.airport.association@gmail.com or (909) 499-1777.

STUFF A PLANE WITH

SATURDAY, NOVEMBER 17, 2018 10 AM - 3 PM

Redlands Airport-West Ramp

1551 Sessums Dr. Redlands, Ca





Wings and Wheels Show, Fly-In & Airport Open House

Help Stuff a Plane with Toys

Meet the USMC Reserve 29 Palms

For more information: www.raacp.org/stuff-a-plane-with-toys-for-tots
or E-mail Redlands.Airport.Association@gmail.com

**Music, Aviation Exhibits,
Food, Raffles and Fun!**



**Bring Your Plane, Car,
Truck, or Motorcycle to
Display**

**Help Those in Need;
Participate in Our Toy Drive
& Community Blood Drive
Give the Gift of Life**



**Admission: Bring a New
Unwrapped Toy or Cash
Donation to Toys for Tots**

Net Proceeds Go To



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UPS Heavy on Visual Approach RWY 24 San Bernardino Caution Wake Turbulence!

By RAA President, Ted Gablin

If you haven't heard, on April 23rd, a UPS 767 made about 6 practice approaches into runway 24 at San Bernardino airport (SBD). They turned left base over the top of REI at, or slightly above, our pattern altitude. I heard about it from an RAA member who had a close-up encounter with the 767 that day while flying to REI in his Archer. He snapped the photo that accompanies this article. So, what's going on?

It seems no one wants to shop at a traditional brick and mortar stores anymore. We all want to shop online from the comfort of home. We also don't want to wait for our purchases. So, air freight is booming. UPS and FedEx have hubs at Ontario airport. They are getting real busy. If you haven't heard Amazon has also entered the air freight business with their new service "Prime Air".



Amazon has three large fulfillment centers (warehouses) within 5 miles of SBD. SBD also has that beautiful new 10,000'x 200' grooved runway that can support an A-380. It makes SBD a natural for air freight operations. UPS and FedEx have already started operations at SBD. We are hearing there are two UPS flights going in and out of SBD daily. That number will increase too as we get closer to the holidays. Fed EX is operating flights and its rumored Amazon Prime Air will start soon with their 767's. These flights will save these air freight operators money on existing ground transportation costs from the Amazon Fulfillment Centers to ONT.

Sounds like future paradise for SBD? Well, not exactly. SBD does not have any instrument approaches into runway 24. With the rising terrain of the San Bernardino mountains just a couple of miles away, it would be unlikely that a precision approach would ever be developed for runway 24 at SBD. So, when our predominately westerly winds exceed 10kts, the UPS operational maximum for a 767 landing with a tailwind, they will need to land on runway 24. But, it will need to be a VFR day to allow a visual approach to happen. It's almost certain Fed Ex and Amazon will also occasionally have to use runway 24.

The UPS crew that made the practice approaches into SBD a few weeks ago overflew REI. The question many of us asked is why? Can't UPS get into runway 24 at SBD like the military did with their large C-141's when Norton was operational? We also see fire tankers operate at SBD and they many times can avoid REI's traffic pattern by flying a tight pattern at SBD. Unfortunately, airlines and cargo carriers standard operating procedures have limits on bank angles and descent

rates. They also like a nice long straight final to configure the aircraft for landing. So, don't look for military style turns on point to align a freighter with the runway 24 threshold at SBD.

During the UPS practice session, the aircraft's Traffic Collision Advisory System (TCAS) issued two advisories to the crew for traffic when they approached REI. This alerted the crew of the significant GA traffic at REI and the potential of a collision. This prompted UPS Assistant Chief Pilot, Karl Blackmun, to contact pilots at REI. Karl was a guest at our April 25th RAA meeting. He reviewed UPS' planned operations at SBD. He also asked for input to develop a visual approach procedure that could reduce the potential of collisions. Will Hamilton, REI Airport Supervisor, was also in attendance at this meeting.

There was considerable discussion at the meeting about the potential for collision and wake turbulence upsets. The consensus was to develop a procedure that required UPS pilots or SBD tower to announce on REI's CTAF when a UPS freighter was inbound for a visual approach to runway 24. Karl was open to the idea, but a UPS pilot based at REI expressed concern about the additional workload associated with another radio call.

Everyone in attendance was appreciative of UPS seeking input from REI pilots. A few days later we received a copy of his planned visual approach from Paradise VOR. The approach basically circles around REI airspace. The final approach aligns with Greenspot Road and offsets at Orange St. to align with the runway 24.



Dennis Brown and I reviewed this visual procedure as a better alternative than the proposal discussed to overfly REI. There would be less exposure to traffic conflicts with aircraft in the traffic pattern. We did express concern with the altitudes

proposed. We shared the most onerous is the altitude for the way-point directly east of Runway 26 at REI. We would prefer it be at 3500' vs the 3000'. I asked Karl for a final copy of the procedure and the expected UPS flight times into SBD so we can get the word out to local pilots.

On May 8th, I was contacted by Dave Zamiska, another Chief Pilot at UPS based at their Louisville, KY. hub. He scheduled a conference call for the next day to discuss their draft visual approach procedures. I attended this call with RAA member Larry Rice, Will Hamilton, Mark Gibbs SBD Director of Aviation, Nick Persson SBD Manager, Mark Peacocks FAA So Cal Tracon, and Karl Blackmun UPS.

Dave shared another draft procedure during this call seeking input. It shows an approach that starts at PETIS intersection, overflies I-10 at 2500' and depicts a base turn directly over the top of REI at 2500'. Its depicted below.

Lateral track for Visual to Runway 24 (as flown). Downwind leg at 2500 MSL.



There were many comments from those in attendance. Many expressed concerns about potential noise complaints. Aircraft on final approach would be low and carrying some power as they travelled above Greenspot Rd. I shared my preference for Karl's earlier procedure as compared to this new alternative. Dave shared that Boeing allows a 767 to land with as much as a 15kt tailwind on runways as long as SBD's. He also said UPS was investigating changing their operating procedures to match Boeing's limitations. If this happens, it would minimize the number of approaches to runway 24.

Where will this end up? We can't stop this. Airspace is public. We will probably be getting some heavy jet traffic over REI for sure. Maybe Class D airspace will be expanded at SBD to include REI. That would be expensive as SBD does not have radar. It would also be a pain for REI pilots. Ultimately, the noise associated with these flights may create issues for operations into runway 24 at SBD. It happened with DHL at March ARB. There are many expensive homes in East Highland that border Greenspot Rd. Just imagine what would happen with noise and overflight impacts to the City of Redlands if REI didn't exist. The REI airspace will push heavy jet traffic into SBD runway 24 to altitudes minimizing noise impacts to Redlands residents. REI airspace is a buffer that should be protected. Something that should be considered by our Redlands City Council.

The US government spent millions at SBD to make it appealing for these type of operations, but the lack of local government oversight over proper zoning on the approach end of runway 24 may ultimately impair these operations.

One thing for sure, we all need to keep our heads on a swivel to look for traffic going into SBD and understand the dangers associated with heavy aircraft wake turbulence.

“See and be Seen”- The Basic VFR Rule

By RAA Safety Officer, Dennis Brown

I was recently contacted via email, by a French pilot with both United States and British pilot certificates. His name is Rodolphe Garcimore. His request was to check out in a Piper Warrior, PA-28-180. I asked if he had a valid medical certificate and if he was current. He said yes to both and was to be in town in a couple of weeks. We discussed time frames and dates and agreed on a couple of days for training. The agreement was made, and a schedule was set. I ended the conversation with how I was happy to fly with him.



A few minutes later another email arrived that simply stated, “BTW I am deaf.” As a flight instructor, I am faced with many adversities.... bad attitudes, super egos, lack of confidence, poor flying skills, but this was something I had never considered. I promptly asked if there were any restrictions on his certificate. He stated that he could only fly in airspaces that did not require two-way communications. That limited him to Class G and Class E airspace.

I carefully considered his condition and how he might operate in an airport traffic pattern. The answer was really quite elementary, VFR. The basis of the flying done outside of controlled airspace. See and be seen. This gave him every legal and operational opportunity to fly, not only here at Redlands Municipal, but any other uncontrolled airspace that he might venture out to.

During his checkout we tried to use lights from the tower at SBD. We informed the tower by phone, that we wanted to attempt this to be cleared to land. The tower was very amiable to our effort. We asked for two light signals, one when we keyed the mike three times as we turned base, then one as we keyed the mike three times as we turned final. With the clicks, the tower knew when he was watching. This gave the tower and the pilot two opportunities to send and receive clearance to land or rejection. The light gun in the tower at SBD was very weak and all their windows are darkened to protect the controllers from the sun. After several attempts we abandoned the effort. The student was very pleased to even make the attempt. He said it was the first time he had flown an airplane in controlled airspace.

After the check out was complete, he asked to do a night check out. I was happy to accommodate him by meeting him at 10:00 at night and flying with him till about midnight. His awareness and perception were very keen, he did a wonderful job.

Then, a revelation hit me. How often have you heard a pilot on the CTAF frequency say, “Is there anybody in the pattern?” Or my personal favorite, “I’m on a 10 mile straight in to the runway.” (This happened about ½ hour ago as I write this article.) I see now where the breakdown is, they are trying to make controlled airspace out of airspace that is by definition, uncontrolled. The Common Traffic Advisory Frequency works very well to alert others with radios of their location, altitude, and intentions. That is exactly what it is for and pilots who do a good job with it are a credit to the community. It is important to remember however, that the basic rule is still in effect: see and be seen.

The danger here is that these pilots are assuming that because they said it on the radio, all others should know what is happening and make way for them. My student would certainly never hear them. Additionally, there are foreign pilots operating in the area that many find difficult to understand. I try to put myself in their shoes. Could you go to a foreign country, learn to speak their language, and learn to fly at the same time? I don’t think I could successfully do it. Just listen to them carefully, they are taught to offer the position report in the same manner we do. WHO they are, WHERE they are, and WHAT they propose to do.

I frequently fly aircraft without radios. Pitts Specials, Stearmans, Cubs, Champs, and lots of homebuilts. Many of these aircraft never had electrical systems. How many have heard others with “bad radios”? It happens. I do know people who respond to the inquiry, “Is there anybody in the pattern?” with the answer, “Do you mean anyone with a radio?”

I enter the pattern in several fashions; 45 degrees to downwind, cross wind, and overhead upwind. Each of these affords good views of the runway and taxiways, the upwind, crosswind, downwind, base and final. I try to call at each of the corners to let arriving and departing traffic know where I am. I join the flow being careful not to cut anyone off or crowd anyone’s tail. So many aircraft share the pattern at REI that vary greatly in size and speed. Perhaps we could apply the Golden Rule, “Do unto others as you would have them do unto you”.

The FAA has great information about operating at an uncontrolled airport in various documents. Here is a link to one of them; [AC 90-66B](#), Nontowered Airport Flight Operations. It focuses on the regulatory requirements, recommended operations, and communications procedures for operating at an airport like REI without a control tower. It was recently revised and worthy of reading.

The point to all this is simply this: enter the airspace with all the situational awareness you can and fly in a civil fashion to accommodate everyone. With this attitude, there is room for everyone, and everyone can remain safe.



A Message from Cal Pilots President Carol Ford

Reprinted from the May/June 2018 Calpilots Newsletter



Carol Ford

PRESIDENT'S PERSPECTIVE

March 12 - 14, 2018 CalPilots was a co-sponsor of the California Aerospace and Aviation Days held in Sacramento organized by ACA. We shared a table with AOPA and Western Regional Representative, Melissa McCaffrey. These days were designed to highlight the value of aviation to the state. The Association of Ca Airports (ACA) began Aviation Day in 2013 after a suggestion from Stacy Howard who had played a role in a similar event in Arizona, which gives the many participants an opportunity to speak to our elected representatives. To do so, we formed five teams of participants including many ACA members Scott Malta, Pres., Gary Goslia, and Brett Godown, CalPilots Board members Gill Wright and Karl Schweikert, as well as stalwarts, John Pfeifer and Chuck Cole, who visited the assembly members and senators. Our team was comprised of Melissa McCaffrey, Andy Swanson, ACA Board Mem. and Airport Manager at Palo Alto and me.

On behalf of CalPilots, I received an Aerospace and Aviation Days Proclamation from the Senate presented by Jean Fuller, state senator. Senator Fuller founded the Aviation Caucus several years ago after a conversation with John Pfeifer, former AOPA Representative for the Western Pacific Region and former manager of the San Francisco Airports District Office (ADO) and myself in Lake Tahoe at the Conference for the Association of California Airports (ACA).

Looking at the picture starting from the left side:



Sen. Richard Pan, Sen. Richard Roth, Sen. Connie Leyva, Sen. Jerry Hill. Carol, then behind her – Sen. Ben Allen, Sen. Henry Stern, next to Sen. Stern is Sen. Scott Wilk. Jumping to the front again, Senate Pro Tem Toni Atkins, Sen. Bob Wieckowski and lastly Sen. Josh Newman.

Stacy Howard is retiring from National Business Aviation Association (NBAA). We will miss a great advocate for General Aviation and wish her much happiness riding a motorcycle with her husband or flying their Bonanzas

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.

Save the Date!

CalPilots
AirFest 2018

**October
5th & 6th**

www.CalPilots.org

HISTORIC VAN NUYS AIRPORT KVNY

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 2018 -2019 Annual Dues are Payable in June

If you haven't yet paid your 2018-2019 RAA membership dues, they are payable in June. Our member dues are used to promote our airport and general aviation. **Almost all of it** gets used for fun events and expenses. Almost all the remaining RAA monies are donated to Toys for Tots at the end of the year.



We hear all the time that we are doing a good job, so you would think members would support our mission by paying dues of \$10 per year. Yet, last year, only 44 of our 152 members coughed up \$10.00 to support the RAA. We are sure that even less write a check to Calpilots for \$35.00.

If you are serious about the RAA's advocacy efforts for REI, you can help by paying your member dues. You can also help when we need volunteers from the airport community. **Remember, it's your airport. Get involved!**

If you haven't done so already, please complete the membership form below and return with your payment. If you are not sure you have paid, just send us an email and we can confirm.

You can join the RAA or renew membership at a RAA meeting or by mailing the completed form with your check to: Redlands Airport Association 1745 Sessums Dr. Ste. 1 Redlands, CA 92374-1907. We can also accept payment through Venmo. Just search for Cindy Gablin (RAA Secretary).

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

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

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



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If you are an individual and you have an aviation item or service for sale or you wish to advertise your aviation related business, we will be glad to publish it in our next newsletter. We publish quarterly, so next newsletter will be out in June 2016. Ads are published at no cost to RAA members that are current on membership dues.

Redlands Airport Association

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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

National Aviation Day - August 18, 2018

Toys for Tots Toy Drive Kickoff - November 17, 2018

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

Sunday Morning REI Breakfast Club - VFR Sunday Mornings at 7:30 am.
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"

M 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