

Redlands Airport Association Newsletter



9-30-18
Volume 5, Issue 3

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
NAD Review	5
Toys 4 Tots 2018	7
Council Elections	10
Respect	12
Reno 2018	13
Safety	15
CalPilots	16
And More....	

Presidents Letter

By RAA President Ted Gablin

There has been much activity involving our airport and airport community since the last newsletter. We partnered with our friends at EAA Chapter 845 to conduct our National Aviation Day (NAD) event once again. EAA 845 flew 35 young eagles and a few adults too. The spot landing contest was a big hit too. We will do that again for sure. You can read about our National Aviation Day event in this newsletter.

We recently learned from our friends at CalPilots that earlier this year, Congress approved an additional \$1 billion for airport projects as part of the 2018 Airport Improvement Program (AIP) Supplemental Appropriation. This program has three big differences than monies available for other AIP grants:

1. No local match is necessary, so instead of the city of Redlands contributing 5-10% of the project cost, a grant approved under this project will cost the city nothing.
2. Some rural airports get priority consideration to get this special grant money and Redlands is not on the list. But, the FAA may still award a grant under this program for a valid project. The city simply needs to apply for a grant.
3. The money under this program is available until September 2020.

The city missed the deadline to get money before October 2018. The city can receive a grant under this program between October 2018 and September 2020 if they notify the FAA by October 31, 2018.

We shared this information with Redlands Quality of Life staff, Councilman Eddie Tejeda and AAB members. I also included some projects that could be considered as part of a grant application under this program. These projects included:

-Update the Airport Layout Plan and Master Plan.

-Upgrade/replace the airport perimeter fence to mitigate coyote incursions.

-Improve REI driveway approaches and width along with new gate operators to improve airport access and security.

It appears these suggestions did not fall on deaf ears. At the September 5th AAB meeting, board members voted to recommend city staff to proceed with getting necessary council approval to submit for grants for one or more of these suggested projects. Bravo!

The FAA AIP Supplemental Appropriation program is a great way the city can improve some very important things at our airport. It won't cost them anything other than the administrative costs associated with applying for and managing any approved grants. We sure hope this happens as these improvements would make Redlands Municipal Airport a better and safer place for all!

Update on Airport Issues

PAPI Status- REI Lighting & Signage Project Update

The new LED PAPI installed as part of the REI lighting and signage project is in place and has been since at least April 2018. Unfortunately, it can't be made operational until the FAA conducts a test flight to validate its installed correctly. Will Hamilton has shared, since April, that the test flight would take 3-4 months to schedule after the paperwork with the FAA is completed.

At the August 1, 2018 AAB meeting, Will Hamilton was asked about the status of the paperwork and test flight. Will responded the City is waiting on the FAA for a request from the City to correct paperwork. He also shared he would provide an update on our PAPI at the September AAB meeting. At the September meeting it was shared that the city is still waiting on the FAA. We don't have any further detail.

It doesn't sound like the FAA test flight of our PAPI has been scheduled yet, so we may still be a few months away from seeing this equipment operational. RAA members are asked to help support our efforts to get some City focus on getting this project finished.

Hangar Inspections

The City of Redlands has been 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](#)

Will Hamilton sent letters to all the FBO's notifying them of the inspections. The letter states in addition to checking for compliance with the FAA's Hangar Use Policy, they will also be looking for safety related issues, validating tax assessor data, and permits. The inspections will include half hangars and end rooms in addition to full hangars.

We are hearing the inspections are complete at Coyote and the city hangars. Inspections are still in progress at Redlands Aviation and the Redlands Hangar Owners Association. We have not heard of any issues so far. Will did report, at the August AAB meeting, there have not been any major issues. It appears he has recorded discrepancies and we assume decisions on next steps may occur with some help from others at City Hall. We will keep everyone advised on any news we hear concerning inspections.

Coyotes Gates and Weeds

There has been significant coyote activity at the airport recently. There is scat everywhere. The recent activity is a big concern as the coyotes have been congregating around the threshold of runway 26. We have had some near misses with landing aircraft.

On August 25th we noticed the fence fabric has been cut and opened near the run-up area. It's in the same location that coyotes used to access the avocado grove in the spring. Unless the coyotes have case hardened teeth, we can assume the fence damage has been done by transients traveling through the airport to get to the wash. As many of us have witnessed, transients sometimes enter the wash through openings in the boundary fence



on the north side of the airport. This issue was reported to the city. Temporary fence repairs were made to this area relatively quickly and final repairs were started on September 14th.

Longtime airport residents know that both the Central and Coyote gates have been troublesome since they were originally installed. The central gate has been having intermittent issues since at least December 2016. It has been repaired. In addition to a faulty card reader, some of the issues may have been caused by bad gate cards. If you are one of the unlucky ones still having issues with the Central gate, you will need to go to the One Stop Permit Office at Redlands City Hall to exchange your gate card with a new one. There is no charge to replace your old card.

The RAA recently suggested the city should use the FAA AIP grant process to fund a couple of projects to deal with these issues. These include rebuilding the airport boundary fences to mitigate our coyote hazards. Another involves street improvements, new driveways and access gates to improve access, safety and security at the airport Central and Coyote entrance gates.

Our members have been complaining about weeds on the west ramp. It appears a large portion of the west ramp has not been sprayed for weeds. Some of the area is accessed by Coyote tenants taxiing aircraft to and from the runway. The weeds are destroying the pavement and the loose pavement materials have the potential to damage aircraft propellers and even engines.



Will Hamilton expressed budget concerns when he was asked by a member about getting the rest of the ramp sprayed. We sure hope he is not delaying a minor maintenance expense as it will result in major maintenance expense for the city. We have requested some additional weed abatement to occur to keep this situation from getting worse.

Are you aware of an airport maintenance issue involving city facilities? The best way to report the issue is via the Redlands 311 app that is available for your smart phone. If you are not that tech savvy, we suggest you report the maintenance issue to Will Hamilton via e-mail to: whamilton@cityofredlands.org. Please copy us too @ Redlands.Airport.Association@gmail.com

Citrus Reservoir Getting a Cover?

We have heard that California Dept of Water Resources is turning over operation of the Citrus reservoir to the San Bernardino Valley Municipal Water District to operate. We are hearing they are considering some interlocking plastic blocks to cover the reservoir. These blocks deter the water fowl and is estimated to cost the water district \$2-3 million.

This is good news, but it's concerning because we are hearing this from the water district and not the City of Redlands. Isn't our city staff and the reservoir operator supposed to be communicating about wildlife management issues at the reservoir per the approved Wildlife Management Plan for the reservoir?

Memorial Held for REI Founding Father Lt. Col Roy Haskins

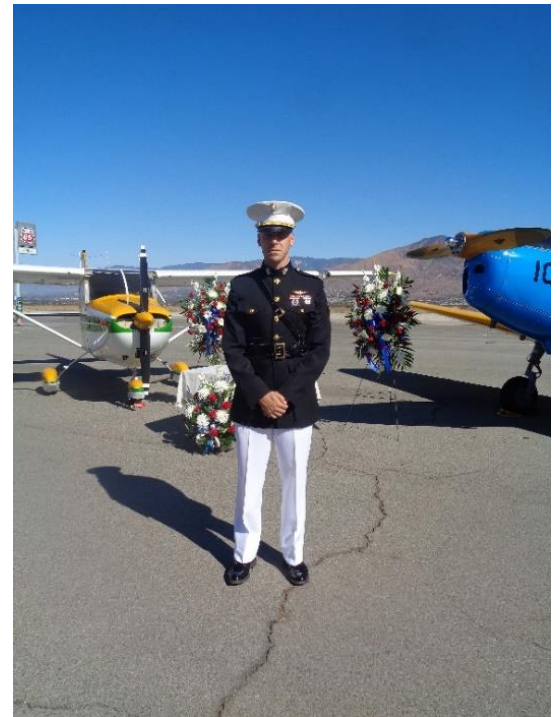
The origins of Redlands Municipal Airport can be traced back to 1947 when Robert Kanaga and Austin Welch built the Redlands Flying Inn Airport on the site. Kanaga and Welch constructed a 3,500-foot runway, a maintenance shop, and a Quonset style hangar building that today is occupied by Red Aero. When Kanaga was called up for active duty in the Korean War, he and Welch were forced to sell the airport. At the time, the City of Redlands did not have funds to purchase the airport, so it was sold to the Southern California Turkey Growers Association. They turned the site into a turkey and chicken ranch.

The site may have stayed a turkey ranch if it wasn't for Lt. Col. Roy Haskins. He was the chief of flight test operations at Norton AFB and a very experienced pilot. He was asked by many ground personnel how they could learn to fly. So, Haskins helped form the Norton Aero Club. With the help of a partner, Al Theos, they bought the turkey ranch in May 1955 with the intent of bringing an airport back to Redlands so the Norton Aero Club and many others could enjoy aviation.

They refurbished buildings and turned the site back into an airport. In 1962, the City of Redlands bought the runway at the site with the intent of turning it into a municipal airport. The Haskins family continued to operate the airport under contract until the city purchased the rest of the property in 1966. In 1969 Roy and his wife, Beverly, relocated to San Marcos. He visited the airport regularly as his brother, Denny Haskins, continued to own and operate Red Aero until he sold it in 1995. On August 25th Col. Haskins, age 92, went west.

The Haskins family put together a memorial service at the airport Roy Haskins worked to create. They put on a grand memorial service including a flyover on Saturday, September 8th. The Haskins family did this with some help from the airport community. John Kruger was one of the speakers, Len Ingalls was in the military procession, and Denny Haskins presented the flag "of the fallen".

Roy's great grandnephew, Matt Haskins, was the main speaker. It was a great sendoff and tribute to a family member, friend, and founding father of REI.



REI Public Lobby Getting Renovated

On Friday September 14, we received an e-mail from Will Hamilton providing notice of an REI public lobby renovation project. He basically shared the project would start Tuesday, September 18, 2018. The renovations will be limited primarily to the interior of the lobby and “will require portions to of the lobby (to be closed?) over a period of approximately six weeks.” He also stated the bathrooms are not part of this phase, and city staff and the contractor will make every effort to keep those and the water fountains open during the work. Also, the courtesy computer and wireless internet provided by the City will experience some downtime. No further details were provided on the details of the renovation.

We are not sure as to why details of the renovation have not been made public. Perhaps it’s going to be a surprise. It’s got to look better than it did previously. True to the schedule, the lobby was tore apart on Tuesday September 18. If you haven’t seen it, here is a photo of work in progress.



National Aviation Day 2018 Review

by RAA Director, Phil Ensley

National Aviation Day, a day to celebrate what brings the aviation and airport community together. This year’s event at Redlands was bigger and better than before. But who came up with National Aviation Day and when did it start?

National Aviation Day (or NAD) was started by President Franklin Delano Roosevelt in 1939 to commemorate aviation and the Wright brothers’ accomplishments. He made the presidential proclamation on Orville Wright’s birthday (that’s why it’s always August 19th.) I, for one, must thank President Roosevelt for creating such a day so I have an excuse to geek out on airplanes and spend some good quality time at the airport.

Speaking of quality time, this year's celebration was a wonderful event. We had young eagles flown by EAA Chapter 845. There were over 30 kids and numerous adults that got to experience flight in a general aviation airplane. Hamburgers and hot dogs were served for lunch, which was a big hit, and to cap off a wonderful day, we had a spot landing contest. There were entrants for tricycle and conventional gear. Markings were painted onto the runway with the center diamond section worth the most points. Outside of the diamond, the points were less and less fore and aft of the diamond to which there were areas worth no points. The pilots had to plant both main landing gear as close to, or on top of the diamond without bouncing in order to score points. We had winners for both types of landing gear, receiving first, second, and third prizes of gift certificates for Aircraft Spruce. Aside from a slight mix up by the main judge (yours truly) full fun was had by all parties.



It was a real treat having many of the Redlands airport community come out and support not only the airport, but aviation itself. And I don't know if anyone else felt the same way, but on that day, I felt a deep sense of appreciation and comradery that only aviation can establish. General aviation is a small and unfortunately dying community, and I believe events and days like NAD are a real opportunity to share the love and passion we all have for airplanes, airports, and flying. We all can benefit from gathering together and strengthening our bonds so that our passions (and some say obsessions) never go away.

If you couldn't make it to this year's National Aviation Day, I really encourage you to come out next year, and if you were there, please come out again. There are plans to make it bigger and better, so put it on your calendar, plan to bring a friend, and I'll see you there, celebrating with you, next year.



Stuff A Plane with Toys for Tots 2018

By RAA Secretary Cindy Gablin

Wow, it's amazing how time flies! We are less than two months from our **"Stuff a Plane with Toys for Tots"**! Mark your calendars and don't miss out on the fun. **November 17th** is the date and the time will be from 10am to 3pm.

We did such an amazing job last year bringing the community to our airport and collecting toys, let's see if we can do even better this year.

The theme of our event this year is **"Aviation Careers"**. The 2018 Boeing industry forecast of personnel demand projects 790,000 new civil aviation pilots, and 754,000 new maintenance technicians will be needed world-wide over the next 20 years. This is an unprecedented labor shortage. This shortage will generate a need to train the next generation of pilots and maintenance technicians.

So, this year, we will have numerous academic institutions offering aviation curriculum and aviation flight schools performing outreach to our guests seeking a career in aviation. So far, Cal Baptist, Mt SAC, SBVC, and Next Gen Flight Academy have committed to exhibit. If you know someone that has an interest in a future aviation career, you should encourage them to attend our event!

Once again, the US Marines will greet our guests. Exhibitors from the San Bernardino Sheriff

Association's Aero Squadron, the Redlands Police Department (along with their aviation themed mobile library), the Redlands Fire Department, Pilot's N Paws Rescue, and Angel Flight West will also be in attendance.

STUFF A PLANE WITH TOYS FOR TOTS
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 RedlandsAirportAssociation@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


HOSTED BY


We will be having a Wings and Wheels Show this year. People's choice awards will be given to the best car, motorcycle and aircraft. Come on out and vote for your favorite car, motorcycle and aircraft on display. Or better yet, put your plane, car or motorcycle on display! Gates and the west ramp are open to exhibitors at 8 am. All planes, cars and bikes must be on the ramp at 1:30 pm to participate in the People's Choice Awards. Everyone loves to win, and it could be you!

Registration is not required but is requested by November 1st as space is limited. Registration helps us plan the space required at the event. Please complete and return the registration form on the following page. Please e-mail a copy of the completed form to: Redlands.Airport.Association@gmail.com or, send via US Mail to:

Redlands Airport Association 1745 Sessums Dr. Ste 1 Redlands, CA 92374

LifeStream will be at our event again this year. So, start saving up your blood to donate and give the gift of life. Let's see if we can donate more than the 30 units given by members and guests last year!

We will be holding a Pet Adoption Event too! Redlands Friends of Shelter Animals (REDFOSA) and Redlands Animal Shelter will be in attendance for those that may want to bring home a new fur baby. As the Page Project will be in attendance please save up your clean old towels, blankets, leashes, collars, etc. to donate so they can help supply animal shelters in need.

Chick-fil-a Citrus Plaza will be our food vendor. They will be serving their delicious chicken sandwiches, chips, cookies and drinks. We will also have an array of music through DJ, Dave, of Dream Weaver to liven up the day.

WE NEED YOUR HELP!!!

We Need Aircraft Displays

Bring your aircraft worthy of display down to the west ramp for the event. This is still an aviation event foremost, and we don't want all the cool cars on display to outnumber the aircraft!

Volunteer!

To put on an event like this, it takes teamwork. Everyone enjoys flying the toys to Twentynine Palms in December to deliver them to the Marines, but we need help collecting toys, with set up, teardown, air marshalling, coordinating the movement of planes, cars & motorcycles and a whole lot more. We have an immediate need for a couple of volunteers to help with distributing flyers at a car show in Sylvan Park on October 14th. They have 600 cars registered at that show! Let me know if you can help pass out flyers! Please show your support and volunteer! If you can help us with any of this, please contact me asap at: Redlands.Airport.Association@gmail.com

Donate!

Bring a Toy, give a pint, or donate to any one of our event supporters in need.

Attend!

It is a fun day and you don't want to miss out. It's our airport, let's show it off!

Please put the word out about our event. Tell your family and friends, talk it up with the person behind the counter at your bank, doctor, favorite fast-food establishment, anyone who will listen. We have posted info on our website and on the RAA Facebook page. Share these on your Facebook Page and any other Facebook Page you are a member of. Also, don't forget! Mark your calendar for December 1st. That's when we plan to fly the toys we collect to the Marines at the Twentynine Palms Airport! This flyout is impressive, colorful and always a great time for all that participate!



Registration Form for Wings and Wheels Show

Registration Information: Exhibitors are requested to bring a new unwrapped toy or make a cash donation to Toys for Tots to participate in this event. Registration is not required but is requested by November 1st as space is limited. Gates and the west ramp are open to exhibitors at 9 am. All planes, cars and bikes must be on the ramp at 1:30 pm to participate in the People's Choice Awards.

.....

Name: _____

Phone Number: _____

E-mail: _____

Vehicle Type: _____

Signature: _____

I understand that my vehicle must be insured to participate in this event. I also understand I am responsible for my vehicle and contents and agree to hold harmless and release the Redlands Airport Association and associates from liability from any damage or loss at this event.

Please e-mail a copy of this registration form to: Redlands.Airport.Association@gmail.com or, send via US Mail to: Redlands Airport Association 1745 Sessums Dr. Ste 1 Redlands, CA 92374

Questions: E-mail Redlands.Airport.Association@gmail.com or call 909-499-1777

Redlands City Council Elections

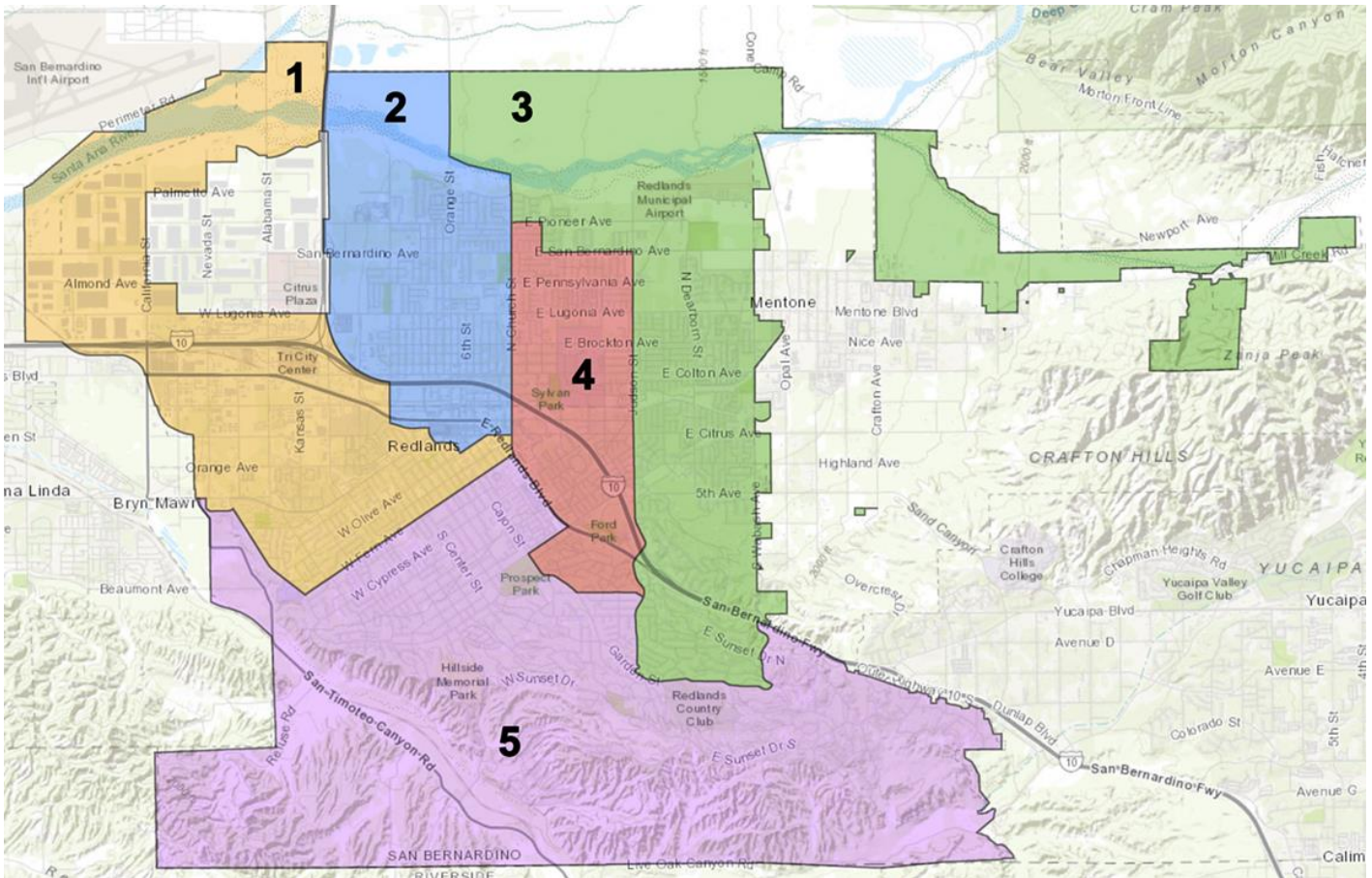
By RAA President, Ted Gablin

The City Council elections in Redlands are very confusing this year. Why? There are four vacancies, 14 candidates and the City is changing the way council members are elected. Here's my best shot at clearing up the confusion.

The City of Redlands is changing to a district-based system in accordance with the California Voting Rights Act of 2001 and growing concerns about challenges to at-large election systems throughout the State. So, in 2017, The City of Redlands adopted ordinance No. 2848, amending the Redlands Municipal Code to change the City's electoral system for City Council Members from at-large to by-district elections.

"District-based elections" are a method of electing members to the City Council in which each candidate must reside within a specified election district and is elected only by voters residing within that election district. This was done for two reasons: (1) it is believed the district-based elections will result council seats being filled by candidates that better represent the needs and demographics of the district, (2) it mitigates the potential for a lawsuit from groups that have already challenged cities.

So, after many meetings and deliberations the City of Redlands approved the map below of the districts in Redlands. A better map can be found on the City's website at this link: [District Maps](#)



As a result, 3 of the 5 city council seats vacated by councilmembers with terms that expire this year will be filled by district elections. The district elections will be held in districts 1, 3 and 5. The winners will serve 4-year terms.

A 4th vacancy also exists this year, but it will be filled by the traditional at large election by voters throughout the City. Why? In 2016, Councilwoman Pat Gilbreath was reelected to another 4-year term. She passed away in 2017. In October 2017, the council voted to fill Gilbreath's seat through appointment rather than hold a costly special election. Her seat was filled by Toni Momberger, a native Redlander. The appointment was for one year. Toni's appointment expires this year and this seat will be filled under the terms of Pat Gilbreath's reelection in 2016. It will be filled by an at large election and the winner will serve a two-year term to coincide with Pat Gilbreath's original 4-year term. In November 2020 this seat will again be up for reelection and will be filled by voters in District 4.

Councilman Eddie Tejeda was elected by an at large election. His term expires in November 2020. His seat will then be filled by voters in District 2. Who are the candidates to follow? Here is a list by District and the "At Large" vacancy".

District 1

Denise Davies
Andy Hoder
Priya Vedula
Eric Whedbee
Renea Wickman

District 3 (Airport)

Paul Barich (Incumbent)
Luis Enrique Estrada
Joe Richardson, an attorney with Borton Petrini LLP in Redlands
Mike Saifie

District 5

Paul Foster (Incumbent)
Ryan Johnson

At Large (2 Year Term)

Tony Momberger (Incumbent)
Brian Seghers, owner of Rendition Tattoo (Per Facts)
Michael Ten Eyck

When it comes to politics, The RAA can't campaign for, or endorse candidates. Our Bylaws and Articles of Incorporation state: ***'No substantial part of the activities of the corporation shall be the carrying on of propaganda, or otherwise attempting to influence legislation, and the corporation shall not participate in, or intervene in (including the publication or distribution of statements) any political campaign on behalf of any candidate for public office.'***

The RAA can provide information to our members about candidates so you can make informed choices. So, once again we have submitted a series of airport related questions to all 14 candidates and their responses will be added to our website and shared with our members supporters and media contacts.

This election is a "once in a lifetime" opportunity as four of five seats will be elected. It is extremely critical to the longevity and funding of our airport to get airport friendly candidates elected. Even if you are not a Redlands resident, you should pay attention to this council election as you may be able to influence friends that are Redlands residents.

If you are a Redlands resident, don't stay home on election day because you don't understand the process. You may end up with a council member that does not represent your interests and the needs of our airport. Exercise your democratic rights and vote for the best candidate.

Respect

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

I started my flight training in 1979 at my home airport of Gillespie Field (KSEE) in East San Diego County. When I arrived at KREI, then called L12, in the summer of 1980, the airport was aviation heaven. The people here were friendly and helpful. Everyone knew each other, and the airport was like an extended family. The city was reasonably proactive in meeting the airport's and the airport community's needs. Planes were being flown, pilots were racking up the hours, and money was pouring into the local economy. People respected one another, the airport, and the city.

Fast forward to 2018, and a much different KREI exists. Sure, things change. General aviation has been in a slow descent for decades, with the aging of the aircraft fleet and its pilots. The airport is still a contributor to the local economy, thanks to the investment of the land leaseholders. But there seems to be less of a cohesive effort to keep the airport vibrant by the majority of the community as compared to years ago. Unless the airport community gets involved with what is happening at the airport, we can count on the further deterioration of the airport. I see things happen at the airport that I thought I would never see.

I see things like people taking residence in a hangar, not for a couple of months, but for YEARS. This living arrangement fosters rodents in the hangar that quickly spread to adjoining hangars. Have you ever seen what mouse urine does to aluminum, not to mention what mice do to wiring? These folks also leave their unregistered vehicles parked at the airport like it is a "free of charge" storage lot. This shows a complete lack of respect to the airport and the airport community, in my opinion. How is it that this has been allowed to go on year after year? Hopefully, the newly implemented hangar inspection process will resolve this ongoing problem.

Let me touch briefly on the solid waste, i.e. trash, that some have left for weeks around the dumpsters. Disposal of unwanted couches, desks, tv's and other furniture is not the responsibility of the lease holders at the airport. It is the responsibility of the owner of those items. If it won't fit in the dumpster, then dispose of it properly. The solid waste left at the dumpsters degrades the appearance of the airport and shows little to no respect to the rest of the airport community.

Additionally, I see aircraft parked for years on the ramps in disrepair. The presence of these aircraft, year after year, becoming one with the asphalt is disheartening. The city would not allow a car with flat tires to sit in a city parking lot for very long, so why does it acquiesce at the airport with aircraft? The west ramp is starting to look like an aircraft graveyard to me. I see the need for the city and the owners of those deteriorated aircraft to come up with a solution to this blight on the airport.

If we, the airport community and the city, can work together toward the common goal of cleaning up the airport, we can achieve the respect the Redlands Municipal Airport deserves. Attend an RAA, EAA, AAB, or City Council Meeting. If you're not part of the solution, well, you're part of the problem! If you would like to review the Redlands Municipal Code pertaining to the airport, go to cityofredlands.org and click on the link:

http://www.sterlingcodifiers.com/codebook/index.php?book_id=550 Go to: Chapter 12.56 Municipal Airport.

Remember It's Our Airport !!!!!

2018 Reno Air Races

By RAA Director, Casey Erickson, Race 3, Race 8 & Race 24



The National Championship Air Races at Reno is a two-week long event. Two tiring fun filled weeks, with a lot of work, hurry up and wait and 6:45 am daily briefings. This year was no different. By the time the car is packed with tools, spare parts, extra tires, boxes and boxes of every type of imaginable fasteners, brake linings, personal belongings and clothes, there is hardly room to get the car doors shut. Then comes the trek north, Philip Ensley in the plane for the back-breaking trip to Reno and me following him in the car. Just getting to Reno Stead airport on Friday afternoon is a huge relief in of itself.... then comes several days of hard work.

On Friday the plane comes apart and the inspection process begins. The engine cowl, inspection plates, seat, and panels on the front of the plane are all removed. Redlands Airport's own, Bobby Graham, was the Biplane tech inspector this year. We passed with one minor issue, a potential fuel leak in a line coming from the upper tank that we will keep an eye on over the next few months. After the plane was put back together, safety wire replaced, and FAA paperwork filed, we began race prep, which included installing race fairings, 3M 471 racing tape to cover gaps in the fuselage and smooth out airflow, which is almost a science in of itself. By the end of the day Saturday we were ready to race, with our paperwork completed and signed off.

Sunday came the dreaded 'All in briefing' which lasts for two hours but feels like two days, followed by a short practice session on the course to run 5 or 6 laps for each pilot's 'G-Tolerance' certification. Monday, Tuesday and Wednesday morning we ran as many laps as we could (usually around 6-8 laps per session each pilot). This year we opted to qualify during the Tuesday session, which had us call race control for a time on the clock. After two laps, I pulled off the course, and had clocked a best lap time of 61.675 seconds at a speed of 182.075 mph around a 3.1193-mile course. Not too bad for a relatively stock WolfPitts Special. This was good enough for the pole position in the Silver group.

At the Air Races the eight fastest qualifiers go into the gold group, the next eight into silver and the last eight go into the Bronze. Sitting on the Silver pole was a good place to start.

This year Craig Catto built us a new experimental propeller, which was a scaled-up version of the formula one propeller used last year to great effect by several of those pilots. It is always a drag race down to the first pylon and a fast prop off the line can win you a race. This was supposed to be that prop. Unfortunately, it didn't work so well, as we couldn't turn it at peak efficiency, which was designed to be run at 3200 rpm. Last year we had run a 76" Sensenich with 60" pitch at 3200 RPM, but for 2018 we could only turn the 68" Catto with 76" of pitch at 2900 RPM. This meant we were very slow off the line, and wound up in third place after our first race, it seems our motor was just not up to turning the prop at the idea RPM....if we only had a little more power.

Once the Catto prop got wound up, it was quick, faster than the prop we ran last year, and slightly faster than the tow aircraft in front of me...but we were going to have to chase down the two planes that were now in front of us, who were about 800 feet in ahead by the time the Batplane, Race 8, got up to speed. In both final races we finished within one second of number two and would have overtaken second place had we had one more lap. Our final placement was third in the Silver Trophy race and was a bit disappointing, but that is racing.

The always fun Sunday night banquet, where awards are handed out, alcohol flows freely, good food is had, and goodbyes are said to our race family until next year, was a bit bittersweet for me personally. After 11 years of racing in the Biplane class, in Race 8, the Batplane was retired. It has seen its last Race, at least under my stewardship. Unexpectedly I found

tears in my eyes and got many hugs from my fellow competitors and team mates. It was wonderful to see the comradery, and friendships I have built over the years. I have learned so much in those 11 years, especially from Race 6, Miss Diane pilot Jeffrey Lo, one of the finest pilots I have ever flown with and against. Never the less, good things must come to an end.

Justin Meaders, the first paraplegic race pilot in the history of the air races, spent the last few years building a Snoshoo SR1 derivative, a totally brand-new airframe, unproven and unraced, before this year and flew it to first in the Gold Trophy race. The place erupted into cheers when he took the checkered flag on Sunday morning. Suddenly everyone wanted to know how to get their hands on one of these new aircraft, but none exist outside of Justin's.

While Justin Meaders was rightfully being celebrated at the Sunday banquet for bringing a never before raced airframe and winning the gold in an unproven machine, the talk of how fast these little machines really are, continued to grow among the race pilots and fans, as the excitement builds for next year.

And this is our little secret.... while the Batplane may have raced its last race, it just so happens, we have our very own Snoshoo derivative in the hangar currently half built, and our hope is to debut it next year at the 2019 National Championship Air Races at Reno.

Race 24 the Gulf Oil Racer, which we are calling the ER1.1 Erickson Special (for Erickson Race Model 1) is a fully modern computer designed aircraft that has had more computational fluid dynamics analysis than any other aircraft in the history of International Formula one air racing. This aircraft will have an iconic throwback paint scheme and name. In the 1930s the convention was the pilots would name the airplane after themselves and attach the word 'Special' to it. Airplanes like the Atwood Special, Cassutt Special, and the Pitts Special, which was the only mono-wing airplane that Curtis Pitts Built, were all raced in Cleveland in the 1930's. Going along with the throwback theme, we have picked the iconic Porsche 917 Gulf Oil colors, which adorned some of the most beloved racecars of the 1970s as our paint scheme.

2019 is going to be an exciting year at the Reno Air Races. If anyone wants to lend a hand in helping to build or helping in some small way, including sponsorship, please feel free to contact me:

casey.ann.erickson@gmail.com

619-417-0839



Personal Minimums

By RAA Safety Officer, Dennis Brown

Personal minimums are very important to establish and retain for use in aviation. Other minimums are established by regulations (FARs) and manufacturers (aircraft performance). These may offer more or less than your personal minimums.

I offer visibility as one example. Visual Flight Rule minimums in Class G airspace, during the day, designated for an airport, with a ceiling of 1000 AGL or more, are 1 statute mile and clear of clouds. I always try to imagine real life scenarios to relate reaction times and acquisitions of traffic. If you and another person are each flying 152s with a cruise speed of 90 mph and are head on, the closure rate is 180 mph or 3 miles per minute. That equates to one mile in about 20 seconds. Not much time to see the traffic and make a successful evasive maneuver. Is it legal? Yes it is. Is it smart, I leave that to you to set as your personal minimum.

In Class B airspace with full radar coverage and separation, the minimums are 3 statute miles and clear of clouds. With aircraft flying at much higher rates of speed, the airplanes can literally pop out of a cloud. So, how close do you want to be to a cloud? I leave that to you to set as a personal minimum.

Consider fuel loads. How much fuel do you take with you flying? Minimums are spelled out in the FARs, manufacturers give you takeoff minimums. I always calculate how much time I will be flying, convert that to gallons and double the gallons. If I'm going cross country, I carry the maximum possible. The three most worthless things to an aviator are the altitude above you, the runway behind you and the fuel you left at the pump.

In the Pilot Operating Handbook, we find take-off minimums, maximum performance climbs and power settings. It is important to remember that these were established with brand new airplanes with brand new engines by very experienced test pilots. Taking into account that most of the trainers we now fly are between 30 and 50 years old, with engines having various states of wear and factoring in our own skill sets, I submit that one should add a percentage onto take off rolls and make reductions of climb rates by a percentage. What that should be, I leave for you to calculate as a personal minimum.

All this gibberish is to get the pilot to consider under what conditions and with what aircraft and his personal abilities, should a flight be made. I am entirely confident that no sane aviator ever left the ground with the intent of not returning safely. Some have not. A great percentage of these were due to pilot error and in many cases, the flight could have been postponed for better weather or mechanicals could have been given more attention. We stand on the shoulder of those who have gone before. Everyone makes mistakes, don't make the same ones that someone already paid for with a life. Stay alert, stay focused and fly within your personal minimums.

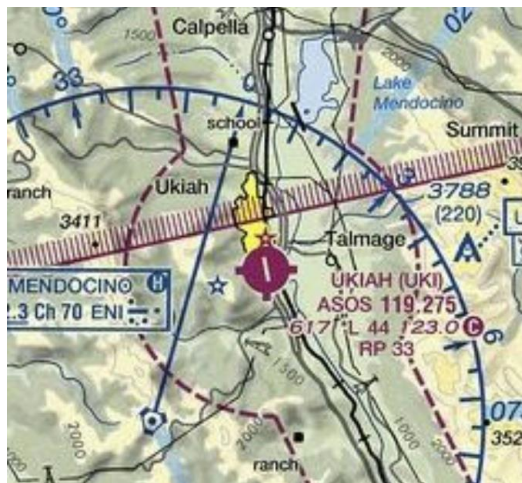


Recent CalPilots Airport Protection Activities

CalPilots has been active protecting two of our California airports from incompatible land uses. Both Stockton and Ukiah Airports are threatened by incompatible development.



CalPilot's issued this [comment letter](#) regarding the Stockton Airport (KSCK) and a proposed landfill expansion.



A letter was also sent by CalPilots to the Mendocino Airport Land Use Commission opposing a proposed building expansion in the runway protection zone of Ukiah Airport (KUKI). Here is a link to this [letter](#) for your review.

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, so far this year **only 39 of the 155 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

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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Whether you prepared your own return or had a professional prepare it, we offer tax return reviews.
No cost for RAA members.



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Airplane and Instrument Instruction ✈️ Single and Multi engine
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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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On the web:

WWW.RAACP.Org



Ted Gablin	President
Steve Willer	Vice-President
Phil Ensley	Treasurer
Cindy Gablin	Secretary
Dennis Brown	Safety Officer
James Hoyt	Director
Casey Erickson	Director

Upcoming Airport Events

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