

Redlands Airport Association Newsletter



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Chapter of California Pilots Association



The Mission of the RAA

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

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Presidents Letter

By RAA President Ted Gablin

2018 was a good year for REI. There were numerous improvements made at the airport. The RAA can't claim responsibility for all of them. It was more like a group effort. These improvements were made with the help of the RAA leadership, RAA members, airport users, AAB members and support from the City of Redlands. Here's a list of improvements or projects that were completed to the benefit of REI users in 2018:

- An expanded no parking zone on the N/S of Sessums was established near the Central gate. This improved safety for users leaving the airport at the Central gate.
- The 2nd phase of the lighting and signage project was almost completed. It included refurbishment of the segmented circle as well as upgrades to the wind socks, REILs, distance remaining signs and the PAPI (PAPI is still awaiting FAA test. See article on page 3).
- We "Saved the Beacon". Eric Paul & Len Ingalls persevered and convinced the city that our WWII era beacon is far more effective than a replacement that was scheduled for installation.
- The RAA worked with UPS to minimize REI overflights by UPS 767 freighters. UPS, with Boeings approval, changed their flight ops manuals on their B-767's to allow them to land with a 15kt tailwind as compared to 10kts. This change allowed them to avoid almost all RWY 24 visual approaches at SBD that would overfly REI.
- We held a great National Aviation Day event at REI with Young Eagle Flights and a Spot Landing Contest.
- The City of Redlands has made FAA grant applications for two new projects at REI. These include perimeter fence replacement and a new Airport Master Plan.
- The Citrus Reservoir will be getting floating balls to deter birds from the reservoir.
- The REI Lobby was renovated.
- The AAB has approved a conceptual design for an Airport Lobby sign.
- We had our largest Stuff a Plane with Toys for Tots event yet.

Is it all coming up roses now? Absolutely not! But the momentum is positive, and things are going in the right direction.

There are still some issues where better airport management can improve airport revenue. There are development opportunities on the airport that need to be explored too. With your involvement and assistance, we can continue to promote, support and encourage the continued use of REI!

Happy New Year!

Update on Airport Issues

Redlands City Manager is Terminated

On November 6th, the Redlands City Council fired City Manager N. Enrique Martinez. There was no official reason given for the termination. It is reasonable to assume the termination is resulting from accusations from the former City of Redlands human resources director Amy Hagan, who alleges she was sexually harassed by Mr. Martinez. Ms. Hagan has demanded a \$1.5 million settlement from the city, or she will sue.



Prior to the termination, the council put Martinez on administrative leave in early October. Mr. Martinez denied Ms. Hagan's claims and has threatened to sue the city if he is not reinstated. The Redlands City Council has named Mr. Martinez's assistant, Janice McConnell, as interim city manager until his replacement is selected.

The SB County Sentinel is a political watchdog online newsletter that does investigative reporting. They published an article that may provide some insight about what went on at Redlands City Hall regarding Enrique Martinez. The article was written with some limited perspective as this matter is in litigation. But, if it's even partially true, it does not paint a pretty picture of what has transpired in the halls of the executive employees at the City of Redlands. Please click on the link to read the article: [October 26th San Bernardino County Sentinel](#)

Mr. Martinez is well known to airport users. He has always been a critic of the airport's economic performance. He claimed it is "an underperforming asset". He never took any personal responsibility for airport performance, despite boasting many times at public meetings about his extensive airport management experience acquired during his previous employment at Love Field, TX. His influence on REI during his tenure will remain for years. His extreme budget restrictions led to further neglect of the airport. It appears, until just a couple of years ago, that city staff mostly ignored the airport. This neglect may be the cause of critical issues impacting the airport such as the RWY 26 obstacle, the Citrus reservoir and housing encroachment. His policies may also have bearing on why city staff has been slow to act on airport maintenance issues and improvements that could increase the economic viability of the airport. We also believe Mr. Martinez is responsible for many directives issued by city staff that were counter to the good advice of the AAB or well credentialed airport users.

Over the 10+ years of his employment, Mr. Martinez negotiated a very good contract with the City of Redlands. In an article published by the Redlands Daily facts, according to [Transparent California](#), Mr. Martinez made \$429,280.02 in pay and benefits in 2017. They also shared some city manager salaries for Southern California cities with similar populations. In Perris, the city manager made \$297,976.24, Yorba Linda \$328,109.02 in and in Lake Elsinore \$259,859.03. According to his contract terms, his termination will be expensive unless he is criminally charged. Getting rid of him could cost the city 18-months of his salary, the cash value of a-year-and-a-half's benefits, and the cash value of perks such as vacation and leave time. The SB County Sentinel estimates total for these costs at almost \$900k. Additionally, he does have the right to sue for wrongful termination. Mr. Martinez has already filed at least \$350K claim against Redlands for lifetime medical benefits the city refused to pay when he was terminated.

Where is this all going? Who knows! One thing for sure, Redlands taxpayers will be paying for the resolution of this alleged unprofessional drama at City Hall.

Redlands City Council Elections

On Tuesday November 6th voters cast their ballots for 4 council vacancies in the City of Redlands. Fourteen candidates were in the running for the vacancies. This was a "district based" transition election. "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.

Three of the council vacancies were for new voter districts 1, 3 and 5. The 4th council vacancy was for an at large position with a two-year term to coincide with the late council member Pat Gilbreath's original 4-year term.

So, if you haven't heard, the successful candidates that were elected are as follows:

At Large, Toni Momberger

District 1, Denise Davis

District 3, Paul Barich

District 5, Paul Foster

The RAA sent a candidate survey to all 14 candidates. Only 8 of the 14 responded. Only 1 of the candidates elected, Toni Momberger, responded. Mayor Paul Foster, Council Member Barich and Council Member elect Denise Davis did not submit a survey response.

Why didn't they respond? Maybe airport users are not seen as an influential voter body. Or, maybe the questions were too difficult. Perhaps they didn't bother responding because they think they have the race in the bag. Is the lack of response a bad omen? Time will tell. We certainly do appreciate the candidates that did respond. They did take time to reflect on our airport and its issues. Congratulations to the winners! As always, we look forward to working with them collaboratively on airport issues in the future.

Why Isn't our New LED PAPI Operational?

We are frequently asked by our members about when our new PAPI will be made operational. We all know our PAPI is a nice tool to use to safely land on RWY 8 at night, especially when ambient light is low (no moon). Our old incandescent PAPI was switched off on March 6, 2018 for replacement. It was replaced with a new state of the art LED PAPI as part of the lighting and signage project. At the April 4, 2018 AAB meeting, Will Hamilton shared the new unit was installed but would remain off until it was certified by the FAA with a flight test. He stated that could take several months.

There have been inquiries made by users about the status of the PAPI at subsequent AAB meetings. At the August 1, 2018 AAB meeting, Will Hamilton was asked about the status of the PAPI. Will stated the city is waiting on the FAA regarding 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 checked the AAB minutes to see if we missed any other statements made at the AAB meetings this year about the PAPI. Unfortunately, minutes were posted for just 5 of the 10 AAB meetings held this year. A problem for another day.

On 11-28, we took the liberty to call the FAA's LAX ADO to find out if there is anything, we (users) can do to get the test scheduled. The FAA planner was sympathetic, but out of respect for their relationship with the airport sponsor, they asked us to once again ask our airport supervisor for the test schedule. So, we did, in writing, with a CC to the FAA. The FAA planner then sent a follow-up email requesting an update about the PAPI status to Mr. Hamilton.

At the 12/5 AAB meeting, Tim Sullivan, Assistant Director Quality of Life, revealed the City of Redlands had to draft an agreement with the FAA to circumvent a payment process issue that prevented the City from paying \$15k in advance for the flight test. Redlands apparently has issues with paying for services in advance even if the services are being provided by the federal government. It was also shared that someone at the city just needs to sign the agreement drafted between the FAA and the City of Redlands and they can start the process to schedule an FAA test of the PAPI. We were told the scheduling process could take an additional 3-4 months.

On December 17th, the FAA contacted the RAA and shared the agreement drafted by the city had been executed and they were still waiting for the payment for the flight test. The FAA also shared they would provide an additional update when they received payment.

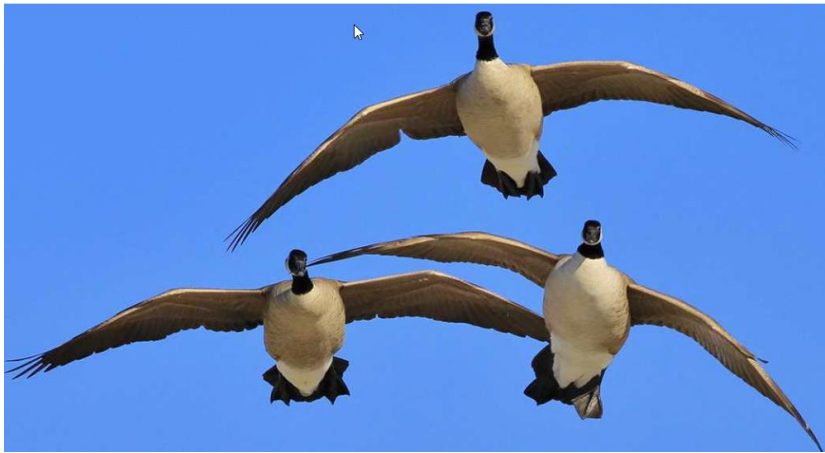
It's disappointing that we are still months away from getting the REI PAPI operational. It's taken 10 months (so far) to facilitate a bureaucratic process at the City of Redlands to pay \$15k to the FAA. Yes, the out of service PAPI is NOTAM' d, but the situation still puts pilots at risk. With your support, we will continue to remind city staff of the urgency and safety benefits of getting REI's PAPI operational.

West Ramp Weeds

The City of Redlands has performed weed abatement activities on the west ramp and Aviation Drive. They did so in time for our Toys for Tots kickoff on November 14th. Thanks!

RAA members are asked to report airport maintenance issue involving city facilities. You won't get things fixed by just complaining! Remember, we pay taxes for those services. 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 will get \$1.82 Million Bird Mitigation Measure



The new operators of the reservoir, the San Bernardino Valley Municipal Water District (SBVMWD) have decided to install "floating balls" to deter birds from the reservoir.

According to a news article in the Highland Community news, SBVMWD understands birds and planes don't mix. It appears during one-week, last February, they counted 600 geese at the reservoir. Scary! You can read the article by clicking on this link: ["Floating balls" will aim to deter birds from reservoir near airport](#)

We really appreciate SBVMWD's recognition of the hazards the reservoir brings to pilots at Redlands Municipal Airport and their commitment to mitigate this issue with this \$1.82 million project. Thank you!

We are really proud of a reader comment that was posted about the article that says; *"This mitigation issue would have gone un-noticed if were not for the good work of the Redlands Airport Association and the local Redlands airport pilots. The builders of the reservoir ignored this mitigation process until their feet were held to the fire and they were required to do it. Good work RAA!"*

This was a big win for our airport. Thanks to all that worked hard on this issue!

REI Public Lobby Renovation Update

The REI public lobby renovation project started Tuesday, September 18, 2018. We have been told the renovations will be limited primarily to the interior of the lobby and "will require portions of the lobby to be closed over a period of approximately six weeks." The restrooms are not part of the project and it was mentioned they may be included in a future phase.

Well, it's taken longer than 6 weeks. It's been quite a project. We can assume there have been surprises that have delayed completion. It is an old building and it really hasn't been upgraded since it was built. ADA compliant doors were installed for the restrooms. A Frontier phone cabinet was relocated. A storage closet was added to replace storage space behind a bulleting board. City staff has done a great job keeping the lobby open during the project, so tenants can use the restrooms. The wireless internet provided by the City has also been operational most of the time.

We requested the ability to install a scanner that could monitor our CTAF and speakers so guests on the patio could hear air traffic. Will Hamilton shared the City will be integrating the wiring and speakers into the lobby to facilitate this request. He was also open to the city purchasing the scanner and antenna (if needed). That is truly appreciated and will add a nice touch for visitors that sometimes come to the lobby patio to watch aircraft operations at REI. We have also been told there will be adequate space to restore bulletin boards, the EAA wall chart, and TV monitor.

If you haven't seen the progress, it's worth checking out. The open ceiling does make the lobby look larger. Drywall trim and paint improvements have really improved its looks. REI will certainly have more curb appeal to visitors with the improvements done to the lobby. Will Hamilton shared at the 12-5 AAB meeting, the goal was to have the lobby completed with new furniture installed by Wednesday December 12th. Looks like he was close!



REI Lobby as 12-13-18

Thanks, City of Redlands, for this long overdue lobby renovation!!!!

Hangar Inspections

The City of Redlands has been inspecting the 204 hangars at the airport for compliance with the FAA's Hangar Use Policy. The FAA's Hangar Use Policy is applicable for airports receiving FAA grants and includes requirements that every hangar must have an aircraft, kit, or project. The FAA's Hangar Use Policy ensures that tax payer funded grants to airports are being used for their intended aviation purpose. That's a good thing. For more information about the FAA policy, click on [*Frequently Asked Questions & Answers on FAA Policy on Use of Hangars at Obligated Airports*](#) on the FAA's website.

These inspections have been going on since July this year. We have heard some grumbling from hangar tenants about delayed or missed/appointments with our airport supervisor and locks on City hangars requiring replacement. But other than that, it's been relatively quiet, so far.

An update on ongoing hangar inspections was provided by Will Hamilton at the 12/5 AAB meeting. He shared they are basically done with the inspection. He also shared there are some hangars that don't comply with the FAA's Hangar Use Policy and the City would like to seek some guidance on hangars that are non-compliant from the FAA before the City acts.

Airport Sign

A sign acknowledging the location of the airport and public lobby was a need identified by stakeholders and AAB Board members. We all know where the lobby is but the only clue to a visitor is a tiny sign on Sessums Drive opposite from the lobby parking lot. This is evident if you ever planned an event at the lobby like EAA Young Eagles, pancake breakfasts or public meetings. An airport sign is not only functional, the logo on the sign could even be used as part of the branding of our airport. It also makes the airport a more welcome place to the public and hopefully future airport businesses.

Redlands Quality of Life staff used the \$3000 donated by Hangar 24 after AirFest 2017 to do some preliminary design work for a sign. Any remaining funds will be used towards constructing and installing the sign.

A copy of the original sign design is depicted here. The AAB reviewed the preliminary sign design and suggestions by board members including reducing the size of city seal and increasing the size of lettering. A schedule for the sign installation has not yet been shared by city staff.



Airfest 2019

Sue Cook announced at the November AAB meeting that Hangar 24 Charities will once again be sponsoring Airfest at Redlands Airport on May 18th and 19th 2019. That's right it will be a two-day event again this year. She shared the 2018 event drew a total of 22,000 attendees for both days. She also shared that Hangar 24 Charities gave out \$50,000 in donations from event proceeds. This included a \$7,000 donation to REV Baseball. There was no mention of a donation to the airport from the 2018 proceeds.

H-24 Charities airshow application documents, shared with the RAA, indicate the event will be just like their 2018 event with one exception. They are planning a fireworks show after 9pm on Saturday night (subject to Fire Marshall approval).

Airfest has always been a controversial event at REI. Many airport users love the show. Many others have no desire to attend or, oppose the event. The controversy does not go unnoticed. The AAB will once again be creating an adhoc committee to review Airfest 2019. Airport tenants and businesses are invited to volunteer for this committee and attend their meetings. User input will be considered when the AAB provides their recommendation about the event to Redlands City Council.

Goodbye and Thank you

RAA Director James Hoyt and his wife Diane have relocated to Hilton Head North Carolina. They visited Hilton Head in the past and fell in love with the area. So, they bought a lot and are building a new home.

James Hoyt is truly an airport advocate. Redlands Airport was always special to him. His dad was a pilot at REI years ago and exposed him to general aviation. He has flown out of REI for years and had a flight school in the 90's. He knows our airport and its issues very well.

James has been involved with the RAA since its inception. He was involved early on when we discussed creating the RAA. He participated in the initial phone conference we made to an airport advocacy group in Venice Florida about their advocacy efforts in 2014. The information we learned from this call prompted the creation of the RAA.

James also served on the AAB for almost two years. He replaced Ingrid Biglow as the chair. His fiery and detail-oriented style on the AAB helped keep airport issues, requiring resolution, from being forgotten by city staff. James was also the airframe instructor at San Bernardino Valley College for 5 years. His efforts helped many aspiring A&P's get their certificate. He will be missed!

Former RAA Treasurer and Airport Advisory Board member Ensen Mason is moving on too. He has a new job, and it's an important one too! In November, Ensen was elected as the County of San Bernardino Auditor-Controller/Treasurer/Tax Collector. Ensen has been a successful CPA and Investment Adviser for over 30 years. He is also a taxpayer advocate. These skillsets make him a natural for this elected position.

The San Bernardino County Office of the Auditor-Controller/Treasurer/Tax Collector processes, safeguards, and provides information regarding county financial activities, manages the county treasury pool, collects and distributes property taxes and other obligations owed to county agencies and courts. That's a tall order when you understand the County of San Bernardino is geographically the largest county in the US. Ensen will have a staff of 300+ employees. He is going to be a busy guy.

Election activities forced Ensen to resign as the RAA treasurer in July. Despite this busy time in his life, he has remained active in the RAA. He still attends meetings and continues to volunteer his time at airport activities. He has a vested

interest at the airport. He is a member of the Redlands Flying Club and rents a hangar for a RV-14 preproject. His focus has always been on monitoring expenditures and revenue posted to the airport budget and making smart improvements to the airport financials. He is recognized by the AAB and the RAA for providing great airport financial counsel.

After he was elected, he notified the City of Redlands that he would resign from the AAB before he took office in January. On December 5th, Ensen attended his last AAB meeting. He shared his vision on short, and long-term goals that would improve the economic viability of the Airport. These included:

- Receiving compensation for airport use from Hangar 24 Charities.
- Building an airport wash rack.
- Developing a City of Redlands sponsored airshow.
- Encouraging airport development including new space or leased space for flight schools and a restaurant.
- Encouraging compatible development adjacent to the airport.
- Changing the Airport Advisory Board to a Commission.
- Explore creating an airport district.

Ensen also shared he will not be disappearing from the airport. As an airport community member, he will remain engaged with airport issues. We wish him the best in his new job!

Toy Drive Review - Stuff A Plane with Toys for Tots 2018

By RAA Secretary Cindy Gablin



The Redlands Airport Association's 4th Annual "Stuff a Plane with Toys for Tots" event was held on November 17th. The theme of our event this year was "Aviation Careers". The 2018 Boeing labor forecast 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. We are all very aware this shortage will generate a need to train the next generation of pilots and aviation maintenance technicians. So, this year, we invited academic institutions offering aviation curriculum and aviation flight schools to perform outreach to our guests seeking a career in aviation. We also sent information about the aviation education and career exhibits at our event to high schools in the surrounding area.

What went well?

- Our DJ did an awesome job with both the music and the announcements. He even stated that “in more than ten years of working as committee members of charitable events, this was one of the very best run events we have been involved with. Congratulations on a job well done!”
- LifeStream was very pleased with the drive overall. 31 donors registered, 6 donors were deferred, and 25 units were collected! They also registered 11 first time donors!
- Chick-fil-a was pleased and says they look forward to next year.
- The Wings & Wheels Show went well. We had 36 cars register (more were there – that didn’t register). A little disappointed though considering that we sent out at least 3000 flyers.
We had only 4 motorcycles register – Bill Cheesman registered two (and won 1st for one of them), Ensen Mason took 2nd and Barry Neumayer took 3rd.
We only had 4 airplanes register! Pretty sad, especially from our airport community. The 1939 Lockheed C-40A from Yanks Museum in Chino won 1st, Ted Gablin’s RV-7A won 2nd and Barry Neumayer’s RV-8 won 3rd.
- We had close to 350 guests turn in voter cards for the Wings & Wheels Show- not bad!
- We had a lot of exhibitors from the aviation industry.
- We had a lot of volunteers the day of the event- so we were well covered.

What didn’t go well?

- Not many high school students attended even though we shared throughout all the local unified school districts. In fact, the Redlands Unified School District even took our flyer and converted into Spanish! We don’t know if the lack of students was because our event was on a Saturday or if the word just didn’t get out enough to the them.
- Airport tenant participation was better but not as active as we would have liked.

How did we do overall?

- This year we spent \$1075.17 on the Toys for Tots event. This included the DJ, toilets, insurance, plaques and supplies. We received \$321 from the raffles and \$381 from donations for a total of \$702. The RAA picked up the balance of the expenses.
- We collected at least triple the number of toys than in 2017.

Thank you!

Thanks to all the volunteers! We couldn’t have done it without you. I would also like to thank all those that went above and beyond with their assistance/donations.

- **City of Redlands** – for allowing us to have the event at the airport.
- **James & Diane Hoyt** for donating \$150 for our DJ
- **Geodis** (thanks to Debbie Greene) for all the toys -Debbie’s trunk & backseat were FULL
- **Redlands Police Officers Association** (thanks to Wayne Reid Jr.) donated 5 boxes of toys. They also presented the Marines with a check for \$200
- **The San Bernardino County Sheriff's Department Aviation Division** (thanks to Dave Guthmiller) donated multiple large bags of toys
- **San Bernardino School District Personnel** (thanks to Chris Novotny) donated bags of toys.
- **Al Barone** – donated \$100
- **National Technical Systems** (thanks to Richard Johnson) – bags of toys
- **Tony Higa** – for the wonderful Aerobatic Airshow
- **NextGen Flight Academy** – bags of toys
- **Riverside Flight Academy** – bags of toys

- **Rialto Rotary Club** (thanks to Gene Jozens) 200-300 toys
- **Raffle Sponsors** - Redlands Aviation for the fuel, Tom Jones for the Extra 300 ride, Dennis Brown for the Pitts S2 ride, Ted Gablin for the RV-7A ride and Len Ingalls for the PT19 ride.
- **Sysco Foods LA** (thanks to my sister-in-law, Iris Walker) donated 2 bicycles, and 5 boxes full of toys
- **Manheim Southern California** (thanks to Michelle Guthmiller) presented the Marines with a check for \$1253

Next Year?

Well... Do I want to do this again next year? I'm told that I must because we can't let the children down. Frankly, I already feel the tug on my heart strings. After seeing all the toys and participation we had, I'd say it is a YES. However, I don't want to do this alone. Besides volunteers, I'd like help with coming up with a theme for next year. Any and all suggestions are welcome. You know who to call – no, not Ghost Busters! Am I aging myself? Haha. Just drop me a line on our email if you have any ideas. Let's make next year even better than this year.



Operation “Stuff a Plane” Airlift

By RAA Member Angela Hoover

The Redlands Municipal Airport Community has done it again; soaring to new heights. Under the organizational leadership of Ted and Cindy Gablin, the Redlands Airport Association's 4th Annual Toys for Tots Stuff a Plane Airlift to the Twentynine Palms Marine Combat Center on Saturday, December 8, 2018, was a tremendous success. Our community of approximately 50 volunteer pilots and crews (families and friends) aimed high in providing great Joy and Christmas Spirit to less fortunate children through this noteworthy cause. Our “Airport Family” works diligently to give back to the community, bringing neighboring communities together through our Stuff a Plane event each year.

Festively dressed volunteer pilots and crews donated their time, energy, and flight expenses to support this Marine Toys for Tots Campaign. Additional planes participated from surrounding Inland Empire Airports, such as Flabob, Cable, and San Bernardino. Included, were an array of aircraft from a Pitts S2, RVs, Beechcraft Mentor T34, Bonanzas, Baron, Piper Cherokees, Cessnas, and a Pilatus PC12, to name a few. Many volunteers had also assisted on Friday, December 7th, to bag/box the multitude of donated toys in preparation for the Airlift the following day. Thirty-four (34) planes shared 100 bags/boxed donated toys, and bicycles, exceeding the previous years' donations, and the number of airplanes to achieve our goal.



Following the Pilot Safety Briefing, led by Santa (Dennis Brown), who so merrily put, in the Spirit of Christmas we'll take to the skies like “34 sleighs and a lot of elves,” carrying thousands of donated toys, bikes, and special monetary

donations. Pilots offered rides to volunteer crew members, and also invited Highland Community News Reporter, Paul Prado to soar with us. Paul was elated to participate in the extraordinary Airlift.

On approach in Twentynine Palms at the Marine Combat Center, we were received by the community of Marines from the 1st Battalion, the 7th Marines, the VMA 311 from Yuma, AZ, and Delta Company 4th Tanks Division, surrounding residents, Vets, and their local Reporter, Kurt Schauppner, all who greeted us with overjoyed smiles and helping hands. The parents and children especially enjoyed touring the aircraft display. Cindy Gablin led the presentation of gifts, which included a special presentation by Michelle Guthmiller of a monetary donation in the generous amount of \$1,253, made by Manheim Southern California. Appreciative residents shared their astonishment that we would “think of them in 29 Palms.” Mr. Schauppner reported, giving praise to our volunteer pilots and crews who made this day so eventful.

Many communities in both San Bernardino & Riverside Counties will receive the donated toys as the Marines deliver them to the families in need. On December 13th, in the Highland Community News, Paul reported positively about the RAA and the Redland’s Airport Community bringing such Joy, and Christmas Spirit to children, and referred to our Operation “Stuff a Plane” Airlift as a “Soaring Success!” From our family to yours, we’d like to thank all who participated to make 2018’s Operation “Stuff a Plane” Airlift such a noble event.



Airport Volunteerism

By RAA Treasurer, Phil Ensley

Volunteerism: *The use or involvement of volunteer labor, especially in community services.*

This is what is defined in the dictionary. But looking between the words, what does it really mean. It means over 50 people getting together to conduct a mission to make some children in this world happy. This very thing happened the second weekend of December when a volunteer air force flew thousands of toys to 29 Palms in order to deliver them to the Marine Corps for the Toys for Tots program. You could feel the excitement, the comradery, and the joy that surrounded the event. Most of these volunteers came from the Redlands Airport Community, with a few from surrounding airports, tying the event to the entire aviation family. It was such a thrill and pleasure to see so many people lend a helping hand in the airlift. It also showed that there are people here in the airport community that care and want to help out. I must say it was a breath of fresh air.

There are quite a few wonderful people in the airport community that are very willing to help. I've seen it at many of our past events that have been held at Redlands. And though I enjoy the welcome sight of familiar faces, it is incredibly apparent that there are a lot of the same die-hard volunteers that come forth whenever called upon. While these people do a stellar job, I worry that they will grow weary of always being the ones depended on to make the missions and activities throughout the year happen.

When looking at airnav.com, there is an area of statistics that showcase the aircraft based on the field and other such data. The current listed number of aircraft based at Redlands Airport is 230. If there is only one person per aircraft, that means that there are 230 individuals that could be a great help in one capacity or another. Now we all know, there are usually more than one person tied to an airplane, whether it's a partner, family member, or friend. And let's not exclude those individuals who do not own an aircraft outright but are still part of the aviation community at our Redlands airport. One can easily assume hundreds and hundreds of people are tied to this great airport of ours. This is where it pains me so to see the same folks come out to all the events. It is such a small percentage compared to what it could be. There is so much more potential for us to help and be heard.

Being heard, meaning having a collective voice is extremely important, especially when it comes to community. There have been many times where negative situations, or policies and procedures have been discovered that could severely hinder or hurt our airport. Fortunately, there are those same individuals that come to the aid of the airport by being vocal on behalf of the airport's wellbeing. But these are only a few people, where sometimes, a larger and louder voice and presence is needed to make an impact. This is where you come in. I'm speaking to you as a friend, a fellow Redlands airport and aviation family member, and officer of the Redlands Airport Association; it is only you, the people, that can really make a difference. **Your voice and opinion are needed to make this airport work and survive.**

Let us not allow Redlands Airport to be a Rialto, Santa Monica, or Meigs field. The only way to allow it to thrive is to be vigilant and serve whenever and wherever possible.



Reflections on the 115th Anniversary of Flight

By RAA Safety Officer, Dennis Brown

I usually write about local flying with an eye on technical proficiency and technique for safe flying. I would like to offer some perspective on the profession, hobby and sport I enjoy.

Aviation celebrates its 115th anniversary of powered flight on December 17, 1903. This astounding advent is the culmination of human experience in the previous 6 million, or so, years. Wikipedia offers a list of the oldest living people in the world. At the top of this list is Kane Tanaka of Japan with a verified birthdate of March 20, 1903. She is joined by Maria Giuseppa Robucci of Italy and Shimoe Akiyama of Japan as the only people remaining whose birthdates precede the first date of powered flight. This means that all of our aeronautical experience, everything we know and use for flying, has happened within one human lifespan. That seems absolutely remarkable to me.



It is a very new science that has offered us the rapid transport, military advantage and winged freedom we enjoy. The events in this timeframe include World War I, World War II, the Korean War, the Vietnam War, the Iraq War and several other conflicts. Reconnaissance, observation, combat and transport have been the driving factors in the expansion of aviation. Wars and racing fueled innovation, pushing speed and performance to the levels we see today.

We take for granted flight in a safe environment, with reliable equipment and a known outcome. We have many to thank for this.

The mechanics who meticulously examine our aircraft, comparing its condition with airworthiness directives, service bulletins and his experience with other aircraft. Their diligence and care offer reliability in the aerospace machines we fly. I can think of several items mechanics have found that have safety of flight issues and have been resolved. I owe them my life.

The designers who engineer the aircraft, hardware, and software that allow us to fly safely and with confidence to all corners of the globe. The innovations in airframes, communications and navigation that have been brought into the cockpit in the digital age have saved countless lives with increased situational awareness. I owe them my life.

The instructors who taught us to fly, gave us the knowledge and experience that were hard fought for by them. Transferring the subjective art and technical knowledge of flight to us, beginning pilots. I owe them my life.

The controllers whose soft and guiding voice comes over our headsets with concise and clear directive and information about traffic, weather, and airport conditions. I owe them my life.

In short, we stand on the shoulders of giants. Those who have gone before, testing the limits, striving for the finest in safety, performance and consistency of flight. I owe them my life, and the freedom to aviate that I now enjoy.



Santa Clara Business Plan May Call for Airport Closure

By Amelia Walsh - AOPA

Reprinted from Dec 5, 2018 AOPA E-Bulletin

As a general aviation reliever to California's Norman Y. Mineta San Jose International Airport, [Reid-Hillview of Santa Clara County Airport](#) sits on the eastern side of the Bay Area city. Home to many small businesses and more than 130 aircraft, the airport is a critical asset for its surrounding community and home to San Jose State University's aviation program. But recent discussions about the county's new business plan may leave it without an airport.

Instead, Santa Clara County is considering three options in a plan to potentially develop the airport's land into "affordable housing," stating that the county lacks resources for low-income residents. On behalf of more than 34,000 members in California, AOPA sent a Nov. 30 [letter](#) opposing the plan and instead urged the county Board of Supervisors to accept much-needed FAA Airport Improvement Program funds for airport maintenance and development. The board was scheduled to meet on Dec. 4.



Photo by Mike Fizer

As it currently stands, FAA grant obligations linked to capital improvements will not expire until 2031, making any attempt to develop the airport land void for 12 years. AOPA's letter suggested that if the county were serious about affordable housing in the area, progress should be made now, not when it gets worse further down the line in 12 years.

Since the 1930s, numerous small businesses and professionals have relied on Reid-Hillview Airport. Today, the county manages 45 hangars, 52 shelters, and 173 open tie-downs on the field. As a designated reliever airport, Reid-Hillview is an attractive alternative for GA operations near Silicon Valley and downtown San Jose. "The loss of RHV would move a significant number of the 160,000 operations to SJC likely causing additional congestion and delays in airline operations at SJC," according to the letter.

Additionally, the airport has been home base for San Jose State University's Aviation department since 2010. The program is the largest on the West Coast with more than 300 students, and it's the only university in the California state system that offers a complete aviation curriculum including flight, technician, and operations training. Speaking to a [local news outlet](#), Craig Hofstetter, former professor in the University's Department of Aviation and Technology, said, "If Reid-Hillview closed, we wouldn't have anywhere to go."

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 supports our Toys for Tots Toy Drive 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 45 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

Private Pilot Ground School Programs – San Bernardino Valley College

Classes begin on January 14th. Registration for these Spring 2019 classes is underway:

AERO 022 Private Pilot Ground School
AERO 040 Instrument Ground School with Simulator
AERO 046 Aviation Weather

For more information go to: <https://www.valleycollege.edu/eSchedule/Online/Schedule/V/2019SP/Aeronautics.html>

Or contact Larry Rice @ lrice@sbccd.cc.ca.us



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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.

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WWW.RAACP.Org



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

Upcoming Airport Events

Redlands Airport Spring Fling - March, 2019

Airfest 2019 - May 18 & 19, 2019

National Aviation Day - August, 2019

Toys for Tots Toy Drive Kickoff - November, 2019

Toys for Tots Airlift to 29 Palms - December, 2019

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 t/c.

AIRPORT REMARKS: Attended 1600-0100Z. Self serve 100LL fuel avbl 24-7. ACTIVATE MIRL Rwy 08-26, REIL Rwy 08, REIL Rwy 26 and PAPI Rwy 08—CTAF.

AIRPORT MANAGER: 909-798-7655

COMMUNICATIONS: CTAF/AUNICOM 123.05

® **SOCAL APP/DEP CON** 127.25

CLNC DEL For clnc del call Socal App 800-448-3724.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10'

W117°31.80' 047° 21.6 NM to fld. 1432/15E.

VORTAC unusable:

130°-145° byd 25 NM blo 5,000'

145°-190° blo 8,000'

190°-230° blo 10,000'

310°-325° byd 35 NM blo 10,900'

325°-345° byd 25 NM blo 11,500'

345°-360° byd 35 NM blo 10,500'

VOR portion unusable:

145°-190° byd 25 NM blo 10,000'

145°-190° byd 39 NM blo 13,500'

LOS ANGELES
COPTER
L-4H, 7C, A
IAP



Not for Navigation