



**3-31-19**  
**Volume 6, Issue 1**

# Redlands Airport Association Newsletter

**Chapter of California Pilots Association**



## *The Mission of the RAA*

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

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## **President's Observations**

**By RAA President Ted Gablin**

A revised [Airport Use Fee Schedule](#) was shared at the March AAB meeting. The revision appears to increase airport user and business costs with little concern to growth. Some of the fees do not exist at neighboring airports which makes REI less competitive. Some fees will hurt existing airport businesses and will not help draw new ones. Fees for aviation support vehicles, maintenance facility operation environmental fees and special event permit fees fall into this category. Revenues raised by fees for items such as .07 per quart of oil poured on the airport for customers would require administrative expense that exceeds the revenue that could be raised. I'm not aware of oil being available for sale to fuel customers at REI. So, this fee would only gather a miniscule amount of revenue from the 2-3 small repair shops at REI that service aircraft

Thankfully, the proposed gate card fees in the revised fee schedule have been reduced from the \$148.50 proposed last year. But they are still not in sync with our airport neighbors. Some charge an initial fee for a card, some don't charge at all. Only Corona charges a renewal fee. It's worth reminding everyone, REI is a public use airport and the City shouldn't charge admission to enter. The FAA may have issue with the way gate cards are handled at REI. The only proposed fee that appears to be practical to implement is the \$.08/gallon fuel flowage fee. It's currently \$.02/gallon and the proposed increase is in line with neighboring airports. Unfortunately, the \$.02 rate is locked into the lease between Redlands Aviation and the City. It expires 12/2029.

Don't get me wrong, I think everyone wants the airport to pay its own way. Many of us would like to see some improvements too. That takes money. But, the foundation for any fee increase is understanding if the airport budget has a deficit or surplus. That information is not shared. The City simply shares airport expense and revenue detail quarterly with the AAB on occasion. Budget variances are not discussed. Ensen Mason a former AAB member and RAA Treasurer studied our airport finances. In 2017 he determined the airport is paying its own way. From 2011 thru 2015 the airport produced a \$600k surplus. That money was used to pay airport debt to the City's solid waste department for an old loan and to purchase the City hangars. That surplus is remarkable since there really has not been any effort made to promote business at the airport.

Since that time, legal and consultant expenses were charged to the airport for the approval of the Diversified Pacific development adjacent to the airport. Approximately \$130K was charged in 2015 and 2016 for these expenses. Our airport supervisor who is supposed to have a presence at the airport, has not had airport office hours since September 2018. Yet, his labor costs have also been added to the budget. Those type of expenses are hard to support. It's important to grow airport revenue. It needs to be done in a manner that does not drive businesses and users from REI. The airport business plan discusses many ways to do just that. Too bad some of these recommendations have not yet been explored!

## Update on Airport Issues

### Goodbye to Airport Supervisor Will Hamilton



Our Airport Supervisor, Will Hamilton, announced he was leaving his job at the City of Redlands at the Airport Advisory Board (AAB) meeting on March 6, 2019. The information was a complete surprise to airport users that attended this meeting. Will shared he had accepted a Project Manager position at the City of Beverly Hills. His last day with the City of Redlands will be March 29<sup>th</sup>.

Will has been with the City of Redlands Quality of Life Department since early 2015. He was hired along with Kelsey Gormley at that time. Kelsey did not stay very long with the City of Redlands, and with her departure, Will was assigned additional responsibilities. Will Hamilton was originally hired as an administrative analyst. Early on, it became apparent he was able to navigate the grant application process. That's a valuable skill to have for an employee of a city with an airport.

The Redlands Airport Business Plan, adopted by the City of Redlands in 2016, included a recommendation to fill an existing vacant Airport Manager's position with city staff stationed at the airport on a part-time basis. This was done because the recommendation also stated: *"both the City and members of the airport community agree that any new Airport management position should not create financial deficits at the Airport"*. The City of Redlands wanted to fill this vacancy because they wanted a single city point of contact at the Airport representing the needs of both the airport users and the taxpayer stakeholders. So, Will Hamilton, an existing city staff employee was appointed Airport Supervisor in late 2016. And yes, his salary was charged to the airport.

Will chaired AAB meetings and communicated with the airport community. His time was split between the airport and other areas within the purview of the Quality of Life Department. He has always been respectful, personable, and approachable. He's been fair and balanced in our discussions of airport issues. He is also very guarded with his responses about issues at the airport. We know the new job will get him closer to family and his "significant other". We wish him well and the best of luck in his new position at the City of Beverly Hills.

### Citrus Reservoir gets "Rhomboids"

At an AAB meeting a year ago, Will Hamilton reported he spoke with the Citrus reservoir operators and the California Department of Water Resources about their responsibilities listed in the approved Wildlife Hazard Mitigation Plan (WHMP) for the reservoir. He also shared his contact said they were exploring options including covering the reservoir. What we did not hear from Mr. Hamilton, was that water district biologists had counted 600 geese in the reservoir during a week in February 2018.

Since that time, the Citrus reservoir operation was turned over to the San Bernardino Valley Municipal Water Department (SBVMWD) and San Geronio Pass Water Agency (SGPWA). They recognized the hazard the birds present to aircraft at REI. Last November, the directors of the water agencies voted to install floating balls in the reservoir to comply with the mitigation provisions of the reservoirs WHMP. The cost to cover the reservoir's 17.25-acre surface area is estimated to be \$1.82 million. The cost of the installation will be covered by customers served by SBVMWD and the SGPWA.

A newspaper reported a water district engineer said the balls camouflage the reservoir, so birds continue on their way without resting at the reservoir. It will take 7.5 million of the 5" plastic rhomboid shaped balls to do the camouflaging. The floating balls do not represent an obstacle to dipping fire suppression equipment. They can be easily pushed aside. They minimize algae growth by blocking sunlight and reduce the need for chemicals to treat the water. Additionally, the balls are expected to reduce evaporation by 20 million gallons per year, enough to meet the needs of 120 homes annually.

In January this year, the first batch of 80,000 balls were dropped into the water. Even though that is a big number, it's will take a year for additional installations to completely cover the reservoir. The photo shows the reservoir with some of the balls installed.

Please note! There is still considerable bird activity including geese near the reservoir. Please remain vigilant when operating in the vicinity of the airport. Dawn and dusk are peak times for bird activity.



### **The REI Public Lobby Renovation Project is Almost Complete**



The REI public lobby renovation project started Tuesday, September 18, 2018. That is when Airport Supervisor, Will Hamilton, announced the renovations “will require portions of the lobby to be closed over a period of approximately six weeks.” Well, this project has certainly taken longer than 6 weeks. **It’s been more like 6 months!**

Some patience may be in order though. To control project costs, some of the work has been done by city employees. We are sure that this was done when their workload allowed them to work on the lobby project. Perhaps the heavy rains the last couple of months have had these employees working elsewhere.

The lobby floor was polished and sealed, but the quality of the work was not acceptable. The

contractor that performed the work did recently attempt to make it better. There was some additional lobby furniture installed this year and its nice. Some progress was made in March to finish some details such as hanging bulletin boards , the TV and the EAA wall chart. The project is almost done. Details that have not been completed include the installation of an aviation frequency monitor and the construction of the flight planning area with a computer and printer.



We hear airport users mention the lobby looks great. We hope the upgraded lobby will attract additional transient traffic, be an asset to the local community, and stimulate some airport economic activity. The city investment in the lobby sends an important message about the economic health of the airport to visitors. As the lobby is the welcome mat for airport visitors, the newly renovated lobby demonstrates REI is not a dead municipal airport. Who knows, it could even prompt someone to base an aircraft or start an aviation business at REI.

Now if we can only get Redlands Aviation to clean the restrooms regularly.....

### **Lobby Parking Lot Gets Illuminated**

Even though we have a massive WWII airport beacon in the lobby parking lot, it does little to illuminate the lobby parking lot. Frankly, the lobby parking lot was a scary place to be after dark.

Our RAA Safety Officer, Denny Brown, brought this up at the 12-5-18 AAB meeting and with the support of board members, the Redlands Quality of Life staff committed to install a couple of LED spot lamps on the beacon tower structure. The installation was made early this year.

The parking lot is lit very nicely now and it's a bit safer for folks visiting the airport after dark. Thanks to the City of Redlands for promptly resolving this issue.



### **The Latest on REI's PAPI**

As reported in our December newsletter, the REI old incandescent Precision Approach Path Indicator (PAPI) was switched off on March 6, 2018. It was replaced with a new state of the art LED PAPI as part of the REI \$1.2 million airfield lighting and signage project. It has remained off along with the Runway End Identifier Lights (REILS's) until they could be certified by the FAA with a flight test. The cost of the flight test was \$15k, payable to the federal government in advance of services.

Because the City of Redlands has a policy that apparently precludes paying for services in advance, an agreement had to be drafted between Redlands and the FAA. This allowed the City to pay the \$15k in advance of the flight test. That agreement process took 9 months.

On December 17<sup>th</sup>, the FAA shared the agreement, drafted by the city, had been executed. We also learned the \$15K was sent to the FAA on December 20<sup>th</sup>. The 35 day federal government shutdown began on December 28<sup>th</sup>. So once again, the scheduling of the flight test was delayed. Finally we heard at the February 6<sup>th</sup> AAB meeting the flight test was scheduled to happen the week of 2-19-19.

Well this story is still ongoing. The flight test was actually scheduled on 2-18-19. NOTAM's were issued, airport users notified and then the FAA's aircraft had a mechanical issue. So the latest news is the flight test will happen sometime late March. If all goes well we should have our PAPA and REIL's operational by the time you read this newsletter! It sure seems like all government projects move at a snails pace...

## **H-24 Charities Donates \$2500 to REI**

It hasn't been acknowledged as part of a presentation at an AAB meeting or a Council meeting yet, but Hangar 24 Charities has donated \$2500 to REI as a donation from their 2018 AirFest event. How do we know it happened? We saw Sue Cook hand the check to Will Hamilton at the beginning of the Special AAB meeting held on January 27, 2019. The special AAB meeting was called to review the request from Hangar 24 Charities to hold a two-day AirFest 2019 on May 18<sup>th</sup> and 19<sup>th</sup> at REI.

This is the third donation Hangar 24 Charities has made to the airport since 2014. The first donation of \$2500 was used to purchase a portable fire extinguisher. A second donation was made in 2017 for \$3000 and was used by the City for the planned installation of an airport sign that is supposed to be installed in March this year. It's not been announced how the City will use the latest donation. All three donations followed AAB meetings where the H24 Charities sponsor was reminded by board members about event impacts to airport users and the economic benefit H-24 Charities receives by the use of REI at no cost.

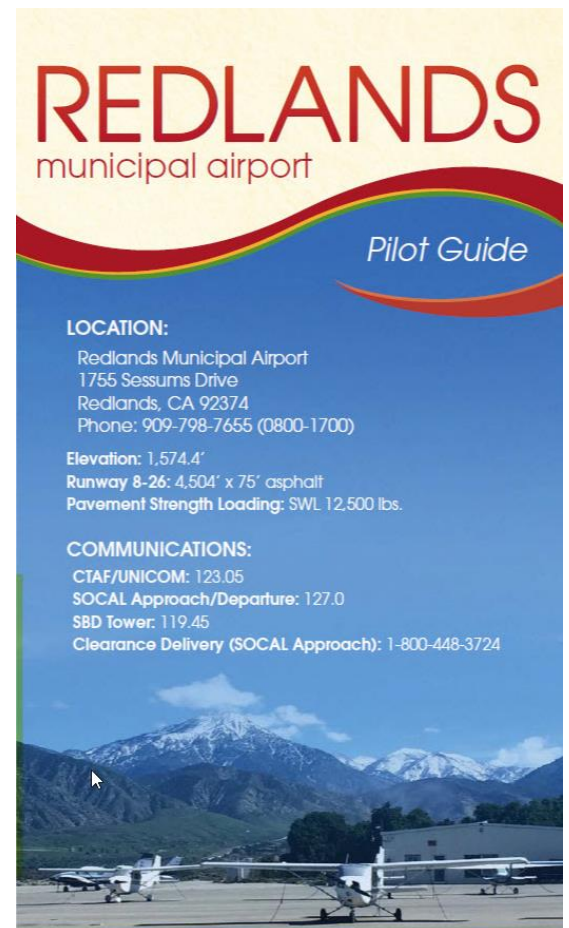
Even though it took some nudging to get H-24 Charities to make the donations, they are appreciated!

## **Redlands Airport Gets a Pilot Brochure and an Update to the FAA's Chart Supplement**

An airport or pilot brochure is common at many airports in California. These brochures are usually published by the airport sponsor. They are usually seen in airport lobbies, pilot briefing areas and are posted on airport websites. They serve to market airport businesses, provide local tourist information to visiting pilots, highlight fly friendly procedures, and local procedures. All of these are benefits to the airport sponsor, airport businesses and the surrounding airport communities.

Well, Redlands Municipal did not have a pilot brochure of this nature. When Diversified Development was seeking approval to build homes under the helicopter training pattern, The City of Redlands consultant, Coffman and Associates, recommended as part of their Airport Land Use Compatibility Plan 2015 Review. One of the recommendations made stated; "The City should analyze and select the appropriate helicopter training pattern, amend the Airport's Rules and Regulations, Airport Permit, and FAA's Airport Facility Directory. Additionally, a pilot education program, including a pilot's guide/brochure, should be completed on the selected helicopter training pattern".

So, after a few years and considerable input from concerned users and AAB board members, a pilot brochure was developed by city staff. Yes, it did include information about our local procedures, including the helicopter training pattern, but it also included a directory of airport services which highlights airport businesses. The brochure also shows other useful information for visiting pilots such as the location of transient parking. Copies of the brochure can be found in the lobby. We are hoping it will make its way onto the city's website too!



REDLANDS MUNI (REI)(KREI) 2 NE UTC-8(-7DT) N34°05.12' W117°08.78'

LOS ANGELES

1574 B TPA—See Remarks NOTAM FILE RAL

RWY 06-26: H4504X75 (ASPH) 8-12.5 MIRL 2.3% up E

RWY 06: REIL PAPI(2L)—GA 5.0° TOH 40'. Fence

RWY 26: REIL Trees Rgt Hts

SERVICE: S4 FUEL 100LL OK 1, 2 LBT ACTIVATE REIL Rwy 08 and

26; PAPI Rwy 08; MIRL Rwy 08-26—CTAF

AIRPORT REMARKS: Attended 1600-0100Z. Self serve 100LL fuel avail

24-7. Coyotes and waterfowl on and in/ovt arpt. Helicopter activity,

avoid noise sensitive areas of arpt. TPA — 2505 (929) for fixed wing

adv. N side of Rwy 08-26: 2074(500) for helicopter, S side of Rwy

08-26: Aerobatic activity NE of arpt from 1500' AGL to 7500' MSL.

See Special Notice —Aerobatic Operations Northeast of Redlands, CA.

AIRPORT MANAGER: 909-798-7655

COMMUNICATIONS: CTAF/RUNCOM 123.05

⑤ SOCIAL APP/DEP CON 127.0 (North-NE)

CLNC DEL For cnc del call SoCal App 800-448-3724.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL

PARADISE (H) VORTACN 112.2 PDZ Chn 59 N38°55.10'

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

TACAN AZIMUTH unusable:

130°-145° byd 25 NM bto 5,000'

145°-190° bto 5,000'

190°-230° bto 10,000'

310°-325° byd 35 NM bto 10,900'

325°-345° byd 25 NM bto 11,500'

345°-360° byd 35 NM bto 10,500'

VOR unusable:

010°-015° byd 20 NM bto 10,000'

130°-145° byd 25 NM bto 5,000'

145°-190° bto 5,000'

190°-230° byd 25 NM bto 10,000'

145°-190° byd 39 NM bto 13,500'

190°-230° bto 10,000'

310°-325° byd 35 NM bto 10,900'

325°-345° byd 25 NM bto 11,500'

345°-360° byd 35 NM bto 10,500'

DME unusable:

130°-145° byd 25 NM bto 5,000'

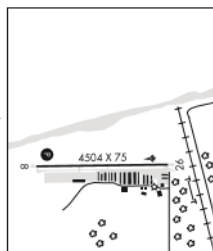
145°-190° bto 5,000'

190°-230° bto 10,000'

310°-325° byd 35 NM bto 10,900'

325°-345° byd 25 NM bto 11,500'

345°-360° byd 35 NM bto 10,500'



The 2015 Coffman study also noted the airports data in the FAA's Airport Facility Directory, (now called the chart supplement) was also out of date. It too was revised by city staff with input from users and AAB board members. The revision was published just recently. If you haven't seen it yet a photo accompanies this article. So, what's the big deal? Chart supplement data is used by many flight planning sites. This information is everywhere. So, it helps to keep pilots informed and safe.

Both documents make REI a safer place to fly, more friendly to transient traffic and can improve the economic viability of the airport and local tourism. That's all good stuff!

## Stuff a Plane with Toys for Tots 2019

Please mark your calendars! We set dates for this year's **Stuff a Plane with Toys for Tots** event. The Toy Drive kickoff will be held on the west ramp of REI on November 16<sup>th</sup>. We checked the International Council of Airshows (ICAS) calendar and that looks like a good date. Look for an event like last years with at least one surprise.

There are two main goals of this event. We want to get the community out to the airport to donate toys for a great cause, the "Toys for Tots" program. We also want to highlight aviation and the role Redlands airport plays in the community. We will once again use the event to promote aviation careers, aviation businesses and aviation schools that will help young people achieve their career goals. The aviation element of the kickoff event is the draw for getting families out to the airport to donate.

We will have a Wings and Wheels show again. That was a hit in 2018. We will also use the event to help other charitable causes such as a LifeStream Blood drive, Pet adoption and some aviation charities.

We will collect toys until the date of our annual **Toys for Tots Airlift to 29 Palms**. We are planning that for Saturday, December 7<sup>th</sup>.

If you want to help with a toy drive at your place of employment this year, or if you have ideas to make our event better, or want to help plan our event, please contact Cindy Gablin via email at: [redlands.airport.association@gmail.com](mailto:redlands.airport.association@gmail.com)

Stuff a



with



## Airport Advisory Board

The Redlands Airport Advisory Board (AAB) was busy during the first quarter of 2019. They have met four times since the beginning of the year to discuss airport matters. This included a special meeting that was held on January 23<sup>rd</sup> to discuss Airfest 2019.

The Airport Advisory Board picked up three new members this year too! These members fill vacancies created by the departure of board members James Hoyt, Ensen Mason and John Loy. Board member Renea Wickman and Mike Sullivan were selected for the board in December 2018. They will finish the terms of James Hoyt and Ensen Mason respectively. Debra Forthun replaces board member John Loy. She was appointed in time for the 3-6-19 AAB meeting and will finish Mr. Loy's term.

The AAB has been effective in highlighting airport issues that have been unresolved. Their focus this quarter on these issues may have bearing on getting some resolved. Issues such as the Pilots Guide, the REI Chart Supplement Update, Lobby Parking Lot Lighting, Airport Sign, and weed abatement have been addressed as a result of the visibility given to these issues at AAB meetings.

The board also discussed issues surrounding previous H-24 AirFest events and produced a list of recommendations. The recommendations for AirFest 2019 concerned security and event fee changes. The recommendations were the subject of an article in the Redlands Daily Facts published on 1-24-19 entitled [Redlands board recommends increased security, possible fee changes for Hangar 24 AirFest](#). These recommendations were sent to Redlands City Council for their consideration when they reviewed the event for approval on February 19<sup>th</sup>.

Another item that is currently being reviewed by the AAB concerns a proposed [Airport Use Fee Schedule](#) drafted by City Staff. The fee schedule was originally presented to the AAB in 2018. A proposal for a \$150 airport gate card fee was met with some stiff resistance from many in the airport community. A revised fee schedule was presented for review at the 3-6-19 AAB meeting. It will also be discussed again at the RAA meeting scheduled for 3-27-19. You can bet the AAB's recommendation on the proposed Airport Use Fee Schedule will be important to Redlands Council Members.

Board members volunteer their time to participate on the Airport Advisory Board. It's not glamorous. These volunteers just want to make the City and REI a better place for all. I encourage everybody who has an interest in our airport to attend future AAB meetings to learn about airport administration and to provide input. Our government works much better if the stakeholders are involved. City officials, especially the elected ones, pay attention too when airport users are engaged.

The AAB meets the first Wednesday of every month at 6pm. Most of the time the venue is Redlands City Council Chambers at 35 Cajon St.





# What's Going on with Hangar 24 Charities AirFest & 11th Anniversary Celebration

By RAA President, Ted Gablin

Once again, Hangar 24 Brewery is celebrating their anniversary (11<sup>th</sup>), with a two-day AirFest event at Redlands Municipal Airport. The event is scheduled to be held on Saturday, 5-18 and Sunday, 5-19. Airport tenants will also have an opportunity to view the practice sessions currently scheduled Thursday 5-16, from 11:30 a.m. to 12:30 p.m. and Friday 5-17, from 1:00 p.m. to 4:00 p.m.

The Hangar 24 AirFest is all things beer, aviation, live music and community, including spine-tingling civilian and military jet performances featuring the U.S. Air Force Heritage Flight with the A-10 Thunderbolt II, U.S.

Navy F-18 Super Hornet, world-class aerobatics, barnstorming, warbirds, a few surprises and much more!



Hangar 24 Charities has had to navigate some significant challenges this year. Hangar 24 Charities approached the AAB in late 2018 to seek approval of a two-day 2019 event. A two-day event proposal raised eyebrows with board members as they were told the year before, a two-day event was needed in 2018 in honor of the 10<sup>th</sup> anniversary of Hangar 24 Brewery. Board members expressed concerns about airport impacts associated with a longer two-day event. Event finances were also reviewed by the AAB. During discussions with the board, Hangar 24 Charities, a non-profit, acknowledged that revenues from beer sales benefit the “for profit” business, Hangar 24 Craft Brewery. Other issues that came up during the AAB’s review included; lack of security at the 2018 event, communication issues, and loss of fuel flowage fees. In the end, an AAB AdHoc Committee developed a recommendations document to be considered by Redlands City Council. It can be viewed at this link: [AAB Adhoc Committee Recommendations for AirFest 2019](#)

The City council did review the AAB’s recommendations as part of their review of the event in February. After some spirited discussion, the event was approved with a 3-2 vote. Councilmembers Barich and Momberger were the dissenting votes. The council approval acknowledged the need for security improvements and the need for the sponsor to pay flowage fees for fuel they pump at the airport. But city fee waivers estimated in excess of \$90k were approved and there was no mention of the sponsor being responsible for resolving valid claims of revenue lost by airport business owners as a result of the event.

Then earlier this month, we received a shared post on the Hangar 24 Facebook page about the sponsor losing use of their largest parking lot because of environmental issues created by a kangaroo rat infestation. You can read about this in this article published in the Redlands Daily Facts: [Endangered kangaroo rats in Redlands threaten Hangar 24 Airfest](#)

On Friday March 22<sup>nd</sup> we received an email from the sponsor stating their environmental issues were resolved and the event was a go. So, as we have done in past years, here’s some important information about the event specific to airport tenants. This is the best information we have from information shared by Hangar 24 Charities on the AirFest website.

**Note: We encourage our members to visit the Airfest website: [www.hangar24airfest.com](http://www.hangar24airfest.com), and click on the “REI Patrons” tab for the latest information on; Requesting Tickets, Aircraft Display Applications and Event Timeline.**



**Set-up** - Set-up activities start on Tuesday, 5-14. There will be limited access to the west ramp beginning Friday 5-17 to vehicular access. Taxiway access for aircraft housed at the Coyote Aviation hangars will be maintained until 8:00 a.m., Friday, 5-17 and restored no later than at 5:30 PM Sunday, 5-19.

**VIP/Performer Reception** – Unknown at this time.

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

Thursday 5-16: A one-hour TFR, from 11:30 a.m. to 12:30 p.m.

Friday 5-17: A TFR for up to three hours, from 1:00 p.m. to 4:00 p.m.

Saturday 5-18: A TFR for up to four hours and fifteen minutes, from 3:00 p.m. to 6:30 p.m. and from 7:45 p.m. to 8:30 p.m.

Sunday 5-19: A TFR for up to five hours, from 12:00 p.m. to 5:00 p.m.

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

Saturday 5-18: For six and one-half hours; between the hours of 2:30 p.m. to 8:30 p.m.

Sunday 5-19: For five and one-half hours; between the hours of 11:30 p.m. to 5:00 p.m.

The Central gate will be closed during these times. There will be additional periods when it will be closed during the practice TFRs. The Coyote Aviation hangar complex shall be left accessible to their tenants during the event. The Coyote Hangar complex will be in the Alcohol Beverage Control Area. So, Coyote guests will be able to enjoy adult beverages in their hangars.

**Moving Aircraft on West Ramp** – Hangar 24 Charities is responsible for the relocation of any aircraft located on the West Ramp. Relocation services will be performed by an appropriately licensed and insured firm that is approved by the Redlands Airport Supervisor. Hangar 24 shows them being moved on their proposed event timeline on Wednesday 5-15.

**Airport User Event Tickets** - Complimentary event tickets, up to a maximum of four, will be available for hangar owners, hangar tenants, airport businesses, tiedown tenants and flying club members for both days of the event. An online form will need to be completed on the Airfest website. Go to [www.hangar24airfest.com](http://www.hangar24airfest.com). Click on the "REI Patrons" tab and "Hangar Owner Ticket Request". Complimentary tickets can be picked up at the Tap room or mailed to the requester. **The deadline for ticket requests is April 26<sup>th</sup>!**

**Complimentary Booth Space for REI Business Owners** - Complimentary booth space is available at AirFest for REI businesses. Please contact Sue Cook if you are interested via e-mail at [scook@hangar24charities.org](mailto:scook@hangar24charities.org)

**Airport Tenant Static Aircraft Displays** - REI aircraft owners may be able to display their aircraft at Airfest 2019. If you wish to display your aircraft, an online form will need to be completed. Go to the Airfest website at [www.hangar24airfest.com](http://www.hangar24airfest.com). Click on the "REI Patrons" tab and "Aircraft Display Application". Space is limited, and on a first-come, first-served basis. Planes must also be able to be displayed until at least 7PM on Saturday, and 5PM on Sunday. For more information, please contact Angela Terry via email ([aterry@hangar24charities.org](mailto:aterry@hangar24charities.org))

**Parking** – We assume event parking is free this year. We are not 100% sure though at this time. If you are walking over to the event from your hangar, please be considerate of others and do not block the ramp or someone's hangar access with your vehicles!!!

**West- Ramp Clean-up** - Hangar 24 will be cleaning up the west ramp on Sunday, 5-19. Their timeline shows the west ramp back to normal on Tuesday 5-21.

# Caution! Paragliders in the REI Traffic Pattern

By RAA Treasurer, Phil Ensley

Redlands airport is host to many different types of aircraft, from tail draggers to trikes, multi engine to single engine, helicopters to ultralights. One such type you may or may not have seen are paragliders. For those that have, their views of the paragliders have been too close for comfort and alarming.

There are several paraglide and hang-gliding schools and launch points north of the Redlands airport. What has been observed is these paragliders fly down the mountain, across and through the fixed wing traffic pattern and land at Hangar 24 Brewery to consume alcohol while they wait for their friends to pick them up. While everyone should appreciate flight in the multitude of ways that there are, special precautions should be taken when flying around an active and busy airport. There has been no regard of the traffic pattern and it is unknown if the paragliders carry radios. Radios are not required since it is an uncontrolled airspace however, the way at which they approach the airspace should require some form of communication or monitoring to prevent any incidences.

There has been at least one known instance at REI where an aircraft had to take evasive action on downwind in order to avoid a paraglider. Another instance when a paraglider had landed on the airport property, a tenant searched for them and they jumped the fence into the avocado groves to avoid the interaction.



So, what can we do to mitigate a possible mid-air collision or any other hazards? It was recommended by the AAB that a letter from the city be sent to the various gliding clubs and launch areas to inform them that the airport is indeed aware of the paragliders and to educate them that it is not safe to fly directly across the traffic pattern at traffic pattern altitudes and to be cognizant of the surroundings. That is something the city can handle to get the word out and the RAA will gladly assist in getting that letter written.

But what about us, the airport community? What can we do? Quite simply, if you see a paraglider and they are observed to be a hazard, when they land, please kindly inform them of proper airport safety. Also, report the incident to the City's Quality of Life department by email. You can contact them directly, or if you wish, please CC me on your email so the RAA is informed of the situation close to real time. The Quality of Life Department's email is: [goladmin@cityofredlands.org](mailto:goladmin@cityofredlands.org). You can reach me at [pensley14@gmail.com](mailto:pensley14@gmail.com) as well as by phone: 951-323-4129.

The RAA and the AAB definitely do not want to discourage any type of flying whatsoever, but every person in the aviation community should want to encourage safe flying and discourage risky and dangerous actions and attitudes.

## Redlands Airport Spring Fling 2019

By RAA Secretary Cindy Gablin



What better way to spend a Saturday than to hang out at the airport? As the RAA doesn't want to be all work and no play, we planned our annual Spring Fling for March 16<sup>th</sup>. Luckily, after all the rain we have been having, the weather cooperated for the first time in weeks!

What's involved in planning a Spring Fling you ask? Besides buying and gathering all the supplies, it is to find volunteers. That is probably the hardest part of the whole event. I'm pleased to say, we had a great group of people help us out. Unfortunately, it seems to be the same group each time we have an event.

As we did last year, we served up a great pancake breakfast in conjunction with EAA Chapter 845's Young Eagle flights. Breakfast was from 7:30 – 10:30 and we sold approximately 53 breakfasts. Not bad, although we planned for 80.

This year, we wanted to add a little something extra to the Spring Fling. We wanted to have a little flying fun as well for us airport brats. It was suggested to have a Flour Bombing Contest, which seemed to get a few pilots excited. The Flour Bombing Contest was for fixed wing aircraft only and the entry fee was \$10. Participants were required to have a 2-man crew, pilot & bombardier. Each team made two passes over the runway to hit the target and the final score was the best of the two passes, the closest to the target wins.





The RAA purchased Aircraft Spruce gift cards for first (\$100), second (\$50) & third place (\$25) winners. Each winner, both the pilot & bombardier, also received a certificate for first, second & third place. And the winners were... 1<sup>st</sup> place: Pilot, Jason Wondolleck & Bombardier, Ryan Stinson hit the target within 25 feet. 2<sup>nd</sup> place: Pilot, Len Ingalls & Bombardier, Emily Ingalls hit the target within 40 feet. 3<sup>rd</sup> place: Pilot Earl Schofield & Bombardier, Joe Gurrola hit the target within 58 feet. We had seven teams participate, so it cost us about \$200 to bring in only \$70, which was a little disappointing. Everyone who participated in the Flour Bombing Contest had a great time, including the judges and the crowd.



While the contest was in progress, EAA Chapter 845 was taking reservations and conducting ground school for the Young Eagles. They began flying the Young Eagles as soon as the Flour Bombing Contest was over. Although they had a good turnout of kids, they only had two pilots, so they were kept busy! Please consider helping them next time by piloting Young Eagles.

**We are going to need some pilots to volunteer if we wish to continue flying Young Eagles!**



Overall, for the day, we had net proceeds of a whopping \$74.35 thanks to some of our generous airport community and guests who donated extra cash at the breakfast! There is a lot involved in preparing and executing these events, but I think they are worth it. It is fun for the airport and important to bring the community out to our airport. We even got to show off our newly remodeled lobby! Hopefully many more of our airport community will join us next time we have an event. I promise, you won't regret it! More photos of the event can be viewed under the photos tab of our website. Go to [www.raacp.org/photos](http://www.raacp.org/photos) and click on [3/16/19 Redlands Airport Spring Fling](#)



## **Pay Careful Attention to the Machine**

**By RAA Safety Officer, Dennis Brown**



Spring is just around the corner, winter is almost done. Spring cleaning was something my mother always did to reset the new year. After cleaning all the grime and spiderwebs from the nooks, the dusting was done, the silver was polished, and the linens were all washed and hung to dry. This idea was to refresh and make good as new, our home and our possessions.

This is a great time of year to examine your aircraft. A good cleaning is always in order. I remember reading Duane Cole's book Roll Around a Point, which stated, "If you own the airplane, always wash it yourself and include washing down the engine. Washing the airplane presents the best opportunity I know of to inspect the airplane and to keep current on its condition". (How great would it be if we had a wash rack?)

Recently, while cleaning the belly of my aircraft, I found a couple of holes in the fabric due to debris picked up by the prop on takeoff. (Probably preventable if the runway was swept at regular intervals.) These are minor tears in the fabric and are easily repaired if done while they are small (as Benjamin Franklin said, "a stitch in time saves nine".) This prevents minor maintenance from becoming a major repair.

Detailed cleaning in the engine compartment could reveal chafed wires, loose bolts or connections, broken welds, minor oil leaks, etc. While it is true these items are reviewed at the well-done annual inspection, your observations could reveal issues that have developed since your mechanic examined the airplane.

Minor items you can also address are oil change, brakes, fluid levels. Look at things you might like to repair that are not critical (tires, upholstery, paint, upgrades). Make a list of "To Do" items that are things you would like your mechanic to accomplish later in the annual inspection.

With the rain, the protective coatings (polish and sealants) may have been thinned or washed away. Take the time to re-apply a little love on your wings. The bugs will clean off easier if you have a coat of wax on the leading edges.

A little care and maintenance of the machine can give you the same satisfaction you get from a thorough walk around. The additional comfort you will feel as you fly with your friends and family will also be welcome.

In conclusion, like everything else in life, you get out of it what you put into it. I have enjoyed my experience of aircraft ownership. It has cost me much more than I care to calculate (very close to everything), however, the joy and contentment aviation has given to me is beyond monetary value. It pleases my soul. Careful attention to the aerospace machine I chose to fly will hopefully reward me with many more seasons of travel, instruction, and aerobatics all of which feed my inner child and complete my non-earthly experience.

***Let's All Fly Safe Out There!***

The Friends of Oceano Airport present...

# *OCEANO AIRPORT CELEBRATION*

**Friday May 13<sup>th</sup>**

**Beach Burger Fry & Dance**

5:30-10:00 p.m. \$10

**Saturday, May 14<sup>th</sup>** 8:30 a.m. to 2:30 p.m.

## **CELEBRATION DAY A SALUTE TO VETERANS**

Help those serving our country: Bring items to donate for troop care packages: protein bars, jerky, trail mix, hard candy, canned meat, instant drink mix, black socks, baby wipes, cup of noodles. We are collecting items for distribution to our troops overseas.

Static Displays, Live Music, 8:30 a.m. Elk's Club  
Pancake Breakfast, Elks Tri-Tip Lunch, Camping on Field,  
Oceano Fuel: Wheel of Fortune discount.  
Lodging discount: Pacific Plaza Resort.  
Free Children's Activities.

<http://www.FriendsofOceanoAirport.com>

Oceano, CA

CTAF 122.7

**Note from the editor- The "Friends of Oceano Airport" are a chapter of our parent organization CalPilots. If you are available on 5-13-19 you may want to check out their event!**





## 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. But we need your help too!

If you are serious about our cause and want to support the RAA and your airport you can help by paying your member dues of \$10 a year. You can also help by volunteering for airport events and supporting RAA efforts to improve our airport. **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 is a 501(c)3 organization. **Your dues and donations are tax deductible.** Thank you for your continued support!

### Redlands Airport Association Membership Form

**All member information is confidential**

Name \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: (\_\_\_\_) \_\_\_\_\_ Cell Phone: (\_\_\_\_) \_\_\_\_\_

Email: \_\_\_\_\_

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

*Redlands Airport Association*

*1745 Sessums Dr. Ste. 1*

*Redlands, CA 92374-1907*

*Redlands.airport.association@gmail.com*

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



# RAA Classified Ads & Advertising

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

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

**Aircraft for Sale** - 1969 Gardan GY80-180 Comparable performance w/Cherokee Arrow-Extended range fuel-One Owner-TT 2211-SMOH 368-New tuned exhaust-Electronic Ignition-Dual Nav/Comm-TXP w/Mode C-Excellent paint-New interior. \$49,500 or best offer.

1965 Cessna 320- TT 3200-SMOH (L) 1400 (R) 700-Recent TOH both-Dual Nav/Comms- GS-DME-TXP-Mode C-Autopilot-New Paint-New Interior-Cleveland Brakes. \$59,500.

1955 Cessna 310- TT 4575-SMOH (L)725- (R)732-STOH (R) Zero-Prop. SMOH 75-Zero Prop. Inspections-Center stack-Dual NAV/COMMS-GS-3 light MB-ADF-DME-TXP-Mode C-Intercom-STEAC 30/20 Autopilot-Underwing Exhaust-Swept tail-VG's-New Paint & Interior-Cleveland Brakes-Other extras. \$55,000.

1965 Cessna 411-TT-3221-REMANS (L)640 (R)640-STOH BOTH 74-PROPS SMOH 128 All original Collins NAV/COMMS-Radar-TXP-Mode C-Exec. Int.-Wet Bar-Potty-Curtains-tables-divider-etc-VGs-Hot Props.-Exc. P&I. \$65,000.


1974 Stolp 'Starduster II'- TT 180hrs 180-Lyc. O-360A1A w/180hrs. since factory MOH Zero Prop NAV.11 TXP/C Elec. Trim Upper Wing Aux. Fuel and Upper Rear Spar Steel Reinforcement Stits Fabric & Finish Exc. P/I. \$39,500.

Rotorway 'Executive' 162F TTAf/E ZERO-P/I Exc.-NAV/COMM Instruments TXP mode C Wheels Cargo box, Ready For Engine Run and Test Flight. \$55,000.

Titan 'Tornado II' Kit, less engine and prop. \$12,000.

'Super Cat' Ultralite, TT-1.5, minor wing damage. \$5,000.

NOTE: All prices are negotiable and reasonable offers (and trade-ins) will be considered. All aircraft are located at Redlands MAP (REI) and will have a new Annual Inspection with sale, if desired. Email: [dsuhay33@gmail.com](mailto:dsuhay33@gmail.com), for photos and/or further information. Or call 951-440-3235.



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Are you sure you got your maximum tax refund?  
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Do you have questions about the new tax laws?  
Whether you prepared your own return or had a professional prepare it, we offer tax return reviews.

**No cost for RAA members.**



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[westwindflyingclub@gmail.com](mailto:westwindflyingclub@gmail.com)

[www.westwindflyingclub.com](http://www.westwindflyingclub.com)

*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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E-mail:

[Redlands.Airport.Association@gmail.com](mailto:Redlands.Airport.Association@gmail.com)

On the web:

[WWW.RAACP.Org](http://WWW.RAACP.Org)



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

## Upcoming Airport Events

**Airfest 2019** - May 18 & 19, 2019

**National Aviation Day** – August 17, 2019

**Toys for Tots Toy Drive Kickoff** - November 16, 2019

**Toys for Tots Airlift to 29 Palms** - December 7, 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 on the 4<sup>th</sup> Wednesday of every month at 6pm in the public lobby at REI

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

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

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

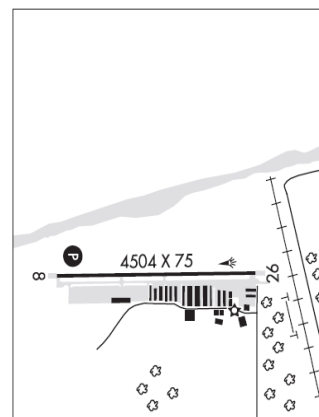
## About Our Organization...

*"The purpose of the RAA shall be to deal with current and future issues of interest to the pilot and aviation community at the Redlands Municipal Airport."*



**REDLANDS MUNI** (REI)(KREI) 2 NE UTC-8(-7DT) N34°05.12' W117°08.78'  
1574 B S4 FUEL 100LL OX 1, 2 TPA-2503(929) NOTAM FILE RAL  
RWY 08-26: H4504X75 (ASPH) S-12.5 MIRL 2.3% up E  
RWY 08: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Fence.  
RWY 26: REIL. Trees. Rgt t/c.  
**AIRPORT REMARKS:** Attended 1600-0100Z. Self serve 100LL fuel avbl  
24-7. ACTIVATE MIRL Rwy 08-26, REIL Rwy 08, REIL Rwy 26 and  
PAPI Rwy 08-CTAF.  
**AIRPORT MANAGER:** 909-798-7655  
**COMMUNICATIONS:** CTAF/AUNICOM 123.05  
® **SOCAL APP/DEP CON** 127.25  
CLNC DEL For clnc del call Socal App 800-448-3724.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE RAL.  
**PARADISE (H) VORTAC** 112.2 PDZ Chan 59 N33°55.10'  
W117°31.80' 047° 21.6 NM to fld. 1432/15E.  
VORTAC unusable:  
130°-145° byd 25 NM blo 5,000'  
145°-190° blo 8,000'  
190°-230° blo 10,000'  
310°-325° byd 35 NM blo 10,900'  
325°-345° byd 25 NM blo 11,500'  
345°-360° byd 35 NM blo 10,500'  
VOR portion unusable:  
145°-190° byd 25 NM blo 10,000'  
145°-190° byd 39 NM blo 13,500'

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



*Not for Navigation*