



6-30-19
Volume 6, Issue 2

Redlands Airport Association Newsletter

Chapter of California Pilots Association



The Mission of the RAA

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

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My Observations & Comments

By RAA President Ted Gablin

A few things have happened at our airport since our March newsletter. Most of these things still illustrate the challenges we face keeping our airport safe and vibrant. Some of these issues may be behind us, others are still playing out.

There was the invasion of the paragliders. A round of applause by brewery patrons, and a cold beer made the trip to Hangar 24 popular for paragliders. The trips through the traffic pattern increased and there were a few close calls with aircraft. Eventually, the City took decisive action and acknowledged paragliders are not allowed to land on private property within City limits. The paraglider community is not happy, and neither is Ben Cook. At the June 5th AAB meeting he made a pitch to the Board to request allowing these flights to continue. We don't think this will happen. There are a couple of articles about the paraglider issue at our airport in this newsletter that support this conclusion.

Airfest 2019 has come and gone. Kangaroo rats in one of the parking areas almost killed the event. Organizers mitigated the issue and the show was a go. I watched the Friday practice from the east end. The show was great! Everyone I know, shared those sentiments. But attendance was down this year compared to years past. Weather on Sunday was poor and may have been a factor. We did not hear of any issues created by the event other than the impacts to ATA's training activities on the west ramp. The only issues we heard about occurred on the airport on Friday, the practice day. There were people from the community or guests of airport tenants entering the airport through the man gate at the lobby and Central Gate. Some ended up on the east end of the airport and were not aware of, or care about, the crowd line. A collision between a golf cart and a parked aircraft also occurred. The cart was driven by kids without supervision. Fortunately, no one was hurt except the plane and golf cart, but this was scary. Airport tenants need to keep an eye on their kids and guests at the airport.

Some airport tenants attended and enjoyed the show, others avoided the airport during the event. AirFest is still a controversial event at REI. Hangar 24 Charities could foster some good will with naysayers by making a sizable annual donation to the airport enterprise fund without prompting. In the 11 years they have held the event at REI, they have only made 3 donations to the airport. The airport is a very critical part of Airfest, and it really should get a bigger piece of their donation pie.

I had a good discussion with Chris Boatman, the Director of the Quality of Life, City of Redlands, about increasing airport revenues. He appears serious about making REI a better airport by doing a better job with maintenance and making smart improvements. But these things cost money. The airport does support itself, but there are challenges paying for additional maintenance and improvements with existing airport revenue. **I am not making a pitch for airport user fees.** We all pay too much already to have an

aircraft in California. So where can they get the money? The City can do a better job taking advantage of FAA grants for smart improvements that can produce revenue. But FAA grants are not typically applicable for maintenance projects. I think many of you agree, REI needs regular maintenance. Perhaps if the airport were managed more efficiently there would be additional money for maintenance.

The City still has challenges managing the airport. Allowing a City hangar to be vacant for 19 months while all the other FBO's have no issue renting hangars is a prime example. Ignoring non-aviation use of hangars doesn't help either. RV's, boats or car collections in hangars instead of aircraft doesn't generate tax revenue or fuel flowage fees. There have been missed revenue opportunities for use of the west ramp too. The Fontana PD recently set up a motorcycle training operation on the west ramp. Did the airport enterprise fund receive any revenue from this activity? Finally, poor communications about a recent airport closure associated for a needed maintenance project negatively impacted some airport businesses and tenants.

There have been many discussions at AAB and RAA meetings on ways to increase revenue at REI so the City can make improvements. Developing the west ramp, drawing additional aircraft by building hangars, having Jet A fuel and making REI attractive to new airport businesses are just a few ideas. There are some successful municipal airports that seem to have figured some of this out. Chris Boatman has taken the time to visit Big Bear, Riverside, Oceanside and Cable airports to learn about their operations. I applaud him for doing so. One of his takeaway's was the City needs to build/own some more hangars at REI. What about the proposed user fees? Well, he said he would reassess them after completing his research on other local airports. That's a good move too!

Airport Issues Update

Paraglider Conflicts in the REI Traffic Pattern

As you may have heard, we have had some close calls with paragliders in the traffic pattern for months. On Sunday 4-21-19, there were at least 3 close calls between paragliders and planes in the pattern at Redlands Airport. The most recent incident has led to a dialog between the Crestline Soaring Society (CSS) and the RAA. We learned H-24 is a very popular trip for many in the paraglider community. This trip is made by individuals and members of various paraglider groups. Nothing like a cold beer after an exciting flight.

The dialog with some members of the CSS and their president was productive but did not result in a solution. The members we met seem like pros and don't endorse reckless operation, but they want to retain the ability to fly to Hangar 24 Brewery. We all learned about each other's operation from our discussion. CSS members have asked the RAA for recommendations on how to fly through or over the pattern to get to Hangar 24. We simply couldn't offer any safe ways for these folks to land near the brewery.



RAA board members believe the nature of the flight characteristics of these unpowered ultralight aircraft make their operations in a busy airport environment hazardous for all operators. Additionally, the landing site adjacent to and Hangar 24 brewery can be considered a congested area with an open-air assembly of persons. So, all of this makes compliance with some Part 103 FAA regulations difficult. Please see the article on page 11 of this newsletter for a great article about the regulations involved with paragliders. **With consideration of these regulations, the hazards and the potential liability involved, the Redlands Airport Association cannot recommend, support or endorse unpowered paragliders operating within the defined airport influence area at Redlands Airport.**

The paraglider issue was discussed at length at the 5-1-19 Airport Advisory Board (AAB) meeting. Many RAA members attended and provided comment. There were members of the paraglider community there too. After some deliberation, the AAB members supported some action to prevent the paraglider brewery flights. For those that were not there, Chris Boatman, Quality of Life Director at the City of Redlands, acted. He stated zoning in the City of Redlands does not permit landing paragliders on private property. In other words, it's illegal for the paragliders to land on private property near the brewery. He also stated Redlands Code enforcement will be communicating with both the paraglider community as well as Hangar 24 Brewery to stop this activity.

Chris Boatman's statement seems to have registered with the paraglider community. We assume the Crestline Soaring Society has gotten the word out. We have not heard of any more traffic pattern conflicts since the AAB meeting. If you see paraglider activity near the airport involving a landing on private property in the City of Redlands, please take a photo, note the landing site, date, time and contact the City of Redlands Code Enforcement Dept Report Line (909) 335-4737 or via Email: CodeEnforcement@cityofredlands.org. Please let us know too!

PAPI and REIL's Operational at REI

Finally! It's been almost 1-1/2 years since REI's old functioning incandescent Precision Approach Path Indicator (PAPI) for runway 8 was switched off for replacement with a new energy efficient LED PAPI. REI also had some old incandescent Runway End Identifier Lights (REIL's) on both ends of the runway. These old REIL's were off for years and it's not clear when they stopped working. They too were replaced with new LED lights as part of the \$1.1 million lighting and signage projects

The physical replacement of these systems was made along with the rest of the REI lighting upgrade that was completed in April 2018. But they could not be turned on until they were certified by the FAA. A step necessary for safety. That certification process took 14 months. Why so long?

The FAA required a \$15K fee for the certification test. We were not sure if that fee was considered in the project as it took a few months to get the City of Redlands to issue payment to the FAA. Another challenge appeared to have been created with a custom agreement drafted by the City to accompany the payment. That of course involved legal support on both the part of the City and the FAA to draft and approve the agreement. Then there was a little federal government shutdown that occurred in the beginning of this year that delayed scheduling the certification test. Throw in a broken FAA certification aircraft and some weather delays and that gets us to the June 2019 timeframe.

On May 23, 2019 the FAA completed a daytime inspection of REI's PAPI and REIL's. A nighttime inspection of the lights was delayed due to bad weather. It's not clear when the nighttime test will happen, but the systems have been turned on and appear to work great! If you haven't flown at night recently you may want to check out the new PAPI and REIL's. When you see them in operation with the rest of the new runway and taxiway lighting, it's an awesome light show. These new lighting features make flying into REI at night more appealing and safer for pilots.

Status of REI Lobby Renovation Project and Airport Sign

The counters are in, complete with stools. A couple of expensive wall monitors were also installed since the March newsletter. One for cable news station (does the lobby have cable?) the other will serve as a computer monitor. It looks great, but the project is still not completed. Lacking is the aviation frequency monitor and a computer and printer. At the June 5th AAB meeting Tricia Swope, Quality of Life, City of Redlands reported the airport frequency monitor hook-up is supposed to be complete by the end of July. The computer will not be installed until the new airport supervisor is hired. It seems the plan is to install the computer "tower" in the airport supervisor's office. There are concerns that if it was installed in the lobby it will be stolen. The forecast "6 week" REI public lobby renovation project started Tuesday, September 18, 2018. An updated completion date for the entire project has not been shared.

A sign acknowledging the location of the airport and public lobby was a need identified by AAB Board members and airport users. 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.

This project has been in the works since late 2017. That's when Hangar 24 Charities donated \$3000 for a sign. Quality of Life staff used some of the money to do some preliminary design work for a sign. The remaining funds will be used towards constructing and installing the sign.

Dates for the sign installation have been discussed a few times by city staff. The latest date for installation was discussed at the June 5th AAB meeting. Tricia Swope, Quality of Life, reported the sign would be installed the end of June or beginning of July.



A copy of the original sign design is depicted here.

Airport Pavement Maintenance Project

The project involves killing weeds, cleaning them from cracked areas and sealing pavement cracks. The scope of the project is limited to the runway and taxiway (we think). It should not involve the leaseholds of Coyote Aviation, Redlands Aviation or Redlands Hangar Owners Association. These FBO's are responsible for maintaining the pavement in their leaseholds.

On June 5, the City posted notices stating the airport would be closed for pavement maintenance starting June 10 with a tentative completion date of June 24th. The notice lacked details about the scope of project and closure times. It was also silent concerning hangar access. The notice posted by Tricia Swope City of Redlands Quality of life appeared to state the entire airport was to be closed for two weeks. Then, the initial NOTAM's the City filed and published by the FAA did not

mention airport or runway closure at all. On Sunday June 9th we learned these initial airport NOTAM's published by the FAA were incorrect. The runway was to be closed on Monday June 10th for a portion of the day to allow a contractor to spray weeds. Revised NOTAM's were reissued to by the City early Monday to properly reflect a runway closure. Additional closures occurred on Monday 6-17 and Tuesday 6-18 for crack sealing and were preceded by accurate NOTAM's.

The project is complete. The contractor appears to have done a great job. But the lack of good communications about the project are troublesome. Insufficient notice was given, and the extent of the closure communicated was not accurate. Scheduled flight instruction activities (they generate airport revenue) were impacted. A few REI tenants were out of town with their aircraft for business or vacation and did not know about the closure. The business losses and inconvenience to airport users could have been minimized with some good advance communication about the project.

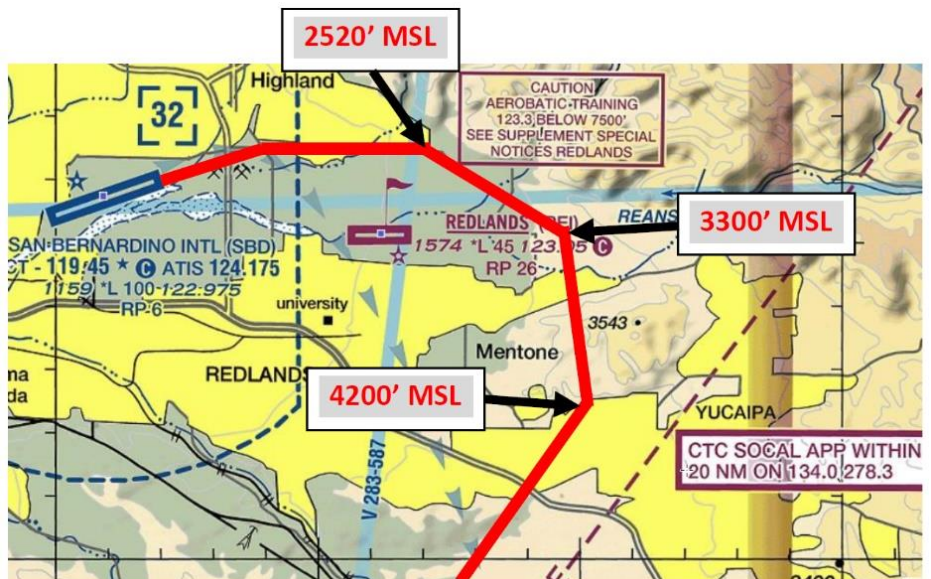


We have all seen the weeds growing up through parts of the runway pavement. This situation left unchecked will destroy the pavement. The broken pavement will be a FOD hazard for props and turbine engines. Crack sealing should reduce the City's weed abatement costs. This project was needed badly. The project may have been inconvenient for airport users, but we are hearing it is also very much appreciated.

UPS Conducts SBD Rwy. 24 Approach Evaluations over REI on June 19th

We knew this was coming. UPS has been kind enough to keep us in the loop and ask for our input on procedures being developed to get their freighters to utilize Rwy. 24 at SBD. With 5 Amazon distribution centers in proximity, SBD is a natural for air freight operations. A new Amazon logistics center is in the works at SBD and it will be serviced by UPS and Prime Air.

On June 19th, UPS personnel utilizing a 767 conducted approximately 6 practice approaches into SBD. They evaluated the routing and altitudes depicted on this VFR chart to develop an FAA approved RNAV Visual and RNAV RNP (AR) instrument procedures to SBD's Rwy. 24.



So how did it go? We received the following feedback from Captain Dave Zamiska, UPS, about the evaluation flights: "All seemed to mitigate traffic conflicts, along with proximal terrain, and led to a nice and stable approach. We will provide guidance to our pilots for making position calls to KREI on 123.05 when they utilize any of these in the future". Captain Zamiska also stated the FAA prefers that such procedures are public when approved. They anticipate other qualified operators will utilize the RNAV Visual procedures. He also shared the RNAV RNP (AR) instrument approaches do require additional approval (AR stands for authorization required), so the likelihood of operators utilizing the instrument approach are lower.

We are not sure of how crowded the sky will get over REI. The most realistic fix to eliminate potential conflicts is to expand Class D airspace at SBD to include REI. We don't think any folks at REI will want to promote this idea at this point. In the interim, please watch for traffic going into SBD and understand the impact of wake turbulence.

San Bernardino Valley College Aeronautics Program Promotes Local Flight Instruction

The San Bernardino Valley College (SBVC) Aeronautics program has offered aviation degrees, certificate programs and ground schools for students with aviation aspirations. Training is offered for the following:

- Airframe Maintenance Technician Certificate*
- Powerplant Maintenance Technician Certificate*
- Aviation Maintenance Technician Certificate*
- Aviation Maintenance Technician A.S. Degree*
- Avionics Technology Certificate*
- Avionics Technology A.S. Degree*
- Flight Operations Certificate*
- Flight Operations and Management A.S. Degree*

The Flight Operations certificate program is designed for students interested in careers as a pilot in general aviation, commercial aviation, or military aviation. It includes FAA approved curricula in basic ground school, advanced ground school, and instrument ground school. Students interested in learning to fly recreationally can also enroll in classes associated with this program.

The SBVC Flying Club has been created to give students the opportunity to gain flight experience at a nominal cost as they prepare for the private pilot, commercial pilot, or instrument pilot ratings. This is done through partner flight schools flying clubs and certified flight instructors at local airports. Partner flying clubs, flight schools and instructors at REI include:


Westwind Flying Club, Blue Raven Aviation, Dennis Brown, Casey Erickson, Doug Hill, Larry Rice and Jim Eshelman

For more information about the SBVC Flight Operations program contact RAA member Larry Rice via email: rice@valleycollege.edu

LEARN TO FLY


CURIOUS HOW AIRPLANES FLY?
INTERESTED IN RIDING IN A SMALL AIRPLANE?

Let the SBVC Aeronautics program help cross these items off your bucket list!



Contact our instructors:

Dave Casillas 951-233-5054 dcasillas@valleycollege.edu	Larry Rice lrice@valleycollege.edu
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National Aviation Day Celebration to be held at REI Saturday August 17, 2019

National Aviation Day is the US national holiday to celebrate the development of aviation. The holiday was established in 1939 by President Franklin D Roosevelt. It is observed officially on August 19th and coincides with Orville Wright's birthday. The proclamation for the holiday encourages citizens to observe the day with activities that promote interest in aviation. So, we will once again celebrate aviation at Redlands Airport on Saturday August 17th. It's just easier to do this on Saturday.

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

A spot landing contest for tailwheel and tricycle gear fixed wing aircraft will be held in the afternoon. Registration will be from 11 am -12:30 pm. A mandatory pilot briefing will be at 12:30 pm. Prizes will be awarded to champs in both classes. A \$20 donation is requested and includes lunch. Of course, we are looking for volunteers to help make this event a success. If you want to help, or just have questions about the event, send an email to: redlands.airport.association@gmail.com



National Aviation Day Fly-In Redlands Municipal Airport Saturday August 17, 2019



Celebrate the Occasion & Join the Fun!

EAA 845 Young Eagles Flights Starting at 9am
*Kids With Adult Must Register Between 9-10. For More Info Contact:
Beverly 909-771-3279 or Bill 909-844-3335*

BBQ Lunch 11am - 2pm - \$7

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

A Tenant's Reflections of AirFest 2019

Hangar 24's 11th Anniversary Celebration

By RAA Director, Clif Hoover

Everyone who was in attendance on Friday, May 17th, will agree that the practice session for the upcoming AirFest was extraordinary. The opportunity to watch two F18s thunder over Redlands Airport was breathtaking, and to watch a World War II Grumman Hellcat and Bearcat was nostalgic. Nothing was more riveting than watching a C17 and KC135 simulate midair refueling. The Pitts Aerobatic performance by Redlands' own, Tony Higa, made us all very proud. These were but a few of the performers that provided a striking, and at times, thunderous practice session.

An area of great concern during Friday's practice session, was the overall lack of security around the airport, which allowed non-airport, and presumably, non-aviation people unlimited access to the airport in general. I personally observed vehicles enter gates when tenants opened them to exit. I also observed many people wandering around the east ramp with young children near airplanes. I was not sure if they were properly supervised around expensive aircraft and aware of the hazards associated with an operating airport. That evening, a golf cart, driven by unsupervised young children, collided with an airplane owned by a Redlands' tenant. Fortunately, no one was hurt, but the plane may require an expensive engine tear down and inspection.

Another source of concern is the non-aviation volunteers utilized by the AirFest Committee. As an airport tenant, I certainly know the dos and don'ts, and airport etiquette. I did not appreciate the attitude of a few of the volunteers. A solution for this situation might be a vehicle identification or a personal identification, such as a lanyard, that signifies airport tenants to the volunteers in advance.

Still, a subject of confusion is the decision which requires airport tenants to vacate their hangars even though they are behind the FAA's required safe zone. It is confusing that airport tenants and the general public were permitted to be at their hangars and all over the airport in general during Friday's TFR, but were restricted Saturday and Sunday during the TFRs.

Overall, this tenant thought that AirFest 2019 was exceptional. The set-up was well organized, and the vendors provided many choices for the attendees. As previously mentioned, the practice session on Friday was amazing, heart pounding, and an overall joy to watch. I have included with this article some pictures from the event worth sharing. A thank you to the AirFest Organizing Committee for an outstanding event.





SBD's Planned Air Cargo Logistics Center

By RAA Treasurer, Phil Ensley

If you haven't noticed yet, there's been a lot of buzz going on at the San Bernardino airport. With the established presence of FedEx and UPS, another large company is about to make themselves known around the airport. There are plans to break ground on a massive air cargo logistics center. There is no named entity that will use it yet, but I believe we all can safely assume who it will be (starts with A... and ends with ...mazon.)



The San Bernardino International Airport Authority (SBIAA) and the project developer, Hillwood, plan to develop the **Eastgate Air Cargo Logistics Center** on a 101-acre site on the north side of the airport just west of Victoria Ave. The site is adjacent to Taxiway "E." The logistic center will provide around the clock service to as many as 16 737-767 size aircraft. The project plans include a new ramp area and a 655,746 square foot distribution center. The Sun newspaper reported that it is "expected to provide nearly 4,000 jobs and generate millions of dollars in revenue within five years." They are forecasting an additional 12 daily freighter flights, increasing to 26 by 2024.

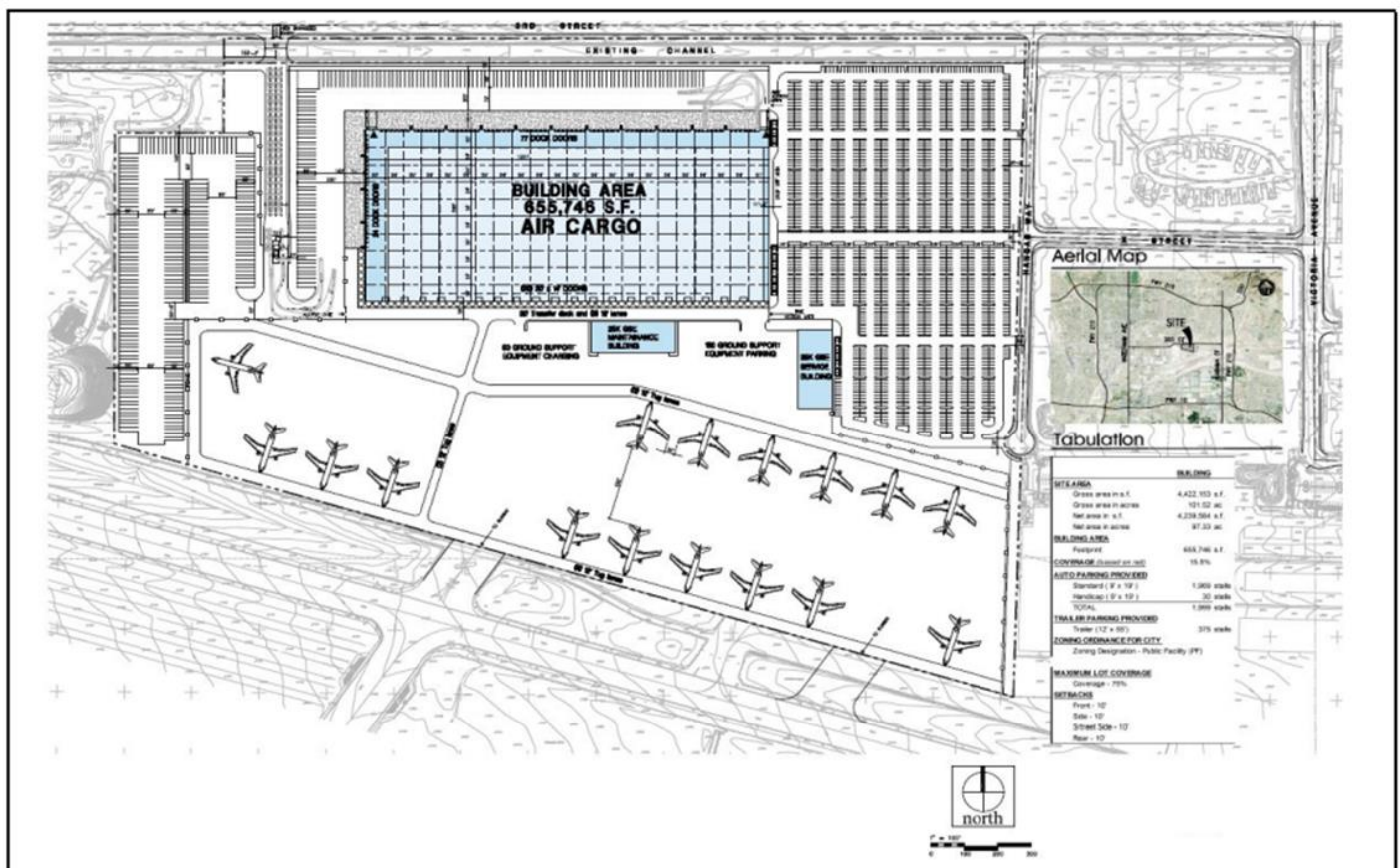


FIGURE 3

SBIAA Air Freight/Eastgate Building 1
Site Plan

While this is wonderful for the economy of San Bernardino airport and the City, what does it mean for the Redlands airport community? For one thing, it's going to bring in many larger heavy jets into the area. If you were around the airport before 1994, you probably remember what it was like when Norton AFB was in full force and the skies were filled with C-141's. Redlands may not see the Minimum Interval Take Offs like it was when the Air Force was present, but it can still get potentially busy at certain times of the day. When flying around the local area, we will need to be extra vigilant on who and what is flying around us.

As noted on page 5, on June 19th, UPS conducted various tests on different approaches and departures. They are developing RNAV visual and instrument approaches for runway 24. Currently both UPS and FedEx utilize runway 6 for their landings due to the existing ILS approach, but any time there is a tailwind of more than 15 knots, they are forced to wait out the wind or land at Ontario. Once the RNAV approach is approved, it will be likely that other cargo companies will also adopt its usage and make operating at SBD more feasible.

The skies over Redlands are going to be getting busier within the next five years. Both UPS and FedEx are ramping up operations, and when the distribution center is finished, San Bernardino will be a busy and thriving contributing aerospace destination. As progress happens on the distribution center, I will keep everyone advised.

A Unified Airport Body

By RAA Director Angela Hoover

A "Unified Airport Body" with common interests and goals to promote Safety for ALL at REI, joined as a whole presenting various elements to produce a single outcome; prohibit paragliders against hazardous flight operations at and around Redlands Airport and its community.

On Wednesday, May 1, 2019, at the Airport Advisory Board (AAB) meeting at Redlands City Council Chambers, the interacting population of allies of numerous individuals united in this common location as a body of persons having a common interest at REI. Together, they advocated and supported the FAR, Part 103, safety issues caused by the recent paraglider activity. There has been a surge in support for preventing the potential for hazardous and fatal situations at our airport community and its surrounding communities.



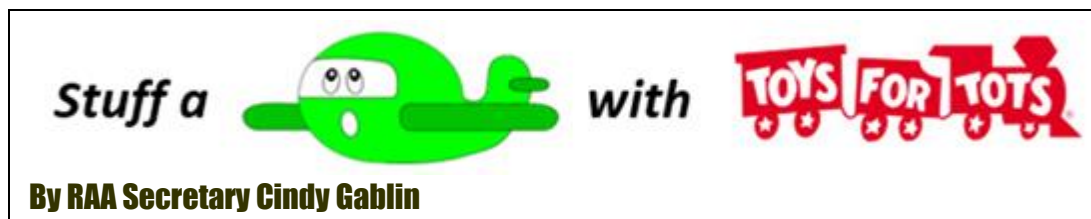
Paraglider Gavin Fridlund shares the path of a recent flight with the Redlands Airport Advisory Board on Wednesday, May 1, 2019. He said landing near Hangar 24 Brewery, which is across the street from the airport, can be done safely. (Jennifer Iyer, Redlands Daily Facts/SCNG)

The FARs clearly state that unpowered "ultralight" sport/recreational vehicle operations "are usually conducted in rural and remote areas" and that "it is only in congested areas, airport traffic areas, and other areas frequented by aircraft...that the rules would restrict operations of" these vehicles. Their "low-altitude operations over open-air assemblies of persons, and flights in close proximity to airports with large concentrations of...general aviation aircraft

operations” may result in “potentially hazardous operations” (Sec. 103.1). The pilots of such vehicles currently do not “require airman/aircraft certification...and is premised on the absolute minimum regulation necessary to ensure safety in the public interest” (Sec. 103.7). Hazardous Operations “prohibits any ultralight operator from engaging in activity which jeopardizes the safety of persons or property on the ground or in the air” (Sec. 103.9). As we all know, “the ability of aircraft pilots descending into the lower altitudes to see ultralights would be minimal due to the darkened backdrop of the ground” during daylight operations. “Pilots would often not be aware of such operations taking place and could easily overrun an ultralight without ever having visual contact,” in which some of our pilots have already experienced near misses (Sec. 103.11). The ultralights’ “lack of maneuvering ability and inability to change location in the air quickly,” supports why ultralight operations near aircraft is a potential hazard. It was presented that “Due to the forward speeds of the majority of aircraft, it may be impossible for the aircraft to make sudden changes of direction required to avoid small objects sighted at close quarters.” Thereby, the FAA has determined that “uncertificated sport operations should not be given the right-of-way over all other aircraft” to minimize the risk of midair collisions (Sec. 103.13).

These FAA Regulations continue to reflect the responsibility of ensuring the safety of all airspace operations as repeatedly represented above. As we have met a few, more-experienced paraglider pilots at our RAA and AAB meetings, and support them and their sport, the FARs are clear in their purpose and find it necessary to implement “the prohibition against hazardous flight.” It is stated that, “Avoidance of such areas by ultralight operators is not viewed as imposing a significant burden on ultralight operations.”

This fellowship of our Airport Community, having particular characteristics in common as a result of having common attitudes, interests, and goals, persevered in advocating the defense of our rights as pilots and tenants to protect and promote Safety for ALL. **Unification is too big to ignore!!!**



2019 “Stuff a Plane with Toys for Tots” will be here before you know it. Mark your calendar for November 16th and join in on the fun! We have some exciting things in the works for this year. First and foremost, we want the community to be excited to visit our airport and donate a new toy to this wonderful cause.

Secondly, this will be an old-fashioned Fly-in & Expo. What better way to spark some interest in aviation than to have all types of aircraft to see up close and personal. We really need your help to get everyone at Redlands Municipal Airport to participate. We have some neat aircraft based at our airport and would encourage the owners to display these aircraft at our event and share their aviation story. We also need your help to spread the word to pilots at other local airports to fly to our event and display their aircraft as well. We will be having awards for the static display aircraft in different categories (more on that to come).

I don’t want to give all our secrets away, but we are working on getting some military aircraft for display along with aircraft and equipment belonging to our local City & County Public Service Agencies.

There will be music, food, raffles, a kid’s zone and exhibits. Santa will be on hand for the children to put in their requests for Christmas. You can also help us support some other local charities that will be attending. LifeStream is joining us again and are in dire need of blood donations. There will be a Pet Adoption booth with pets looking for a forever home. Save up your old towels, blankets, leashes, collars, or bring new dog/cat food or toys and donate to The Page Project, who will be with us again this year.

As always, admission is free to the event, but we request all guests, airport tenants, and exhibitors to please bring a new, unwrapped toy or donate to the US Marine Toys for Tots Foundation.

We already had a couple of planning meetings for this year's event. A dedicated group of volunteers has provided great input. Thank you! We will be meeting again. If you have any ideas or would like to volunteer or participate in the planning of this event, please contact me through our email, redlands.airport.association@gmail.com.

Don't forget to also mark your calendar for our Toy Airlift to Twentynine Palms Airport on December 7th!

STUFF A PLANE WITH FLY-IN & EXPO



SATURDAY, NOVEMBER 16, 2019 10 AM - 3 PM
Redlands Airport-West Ramp
1551 Sessums Dr., Redlands, Ca



Military, and Vintage Aircraft Displays
Aircraft Exhibitor Awards
Airport Open House
Learn About Becoming a Pilot
Educational Exhibits and Much More!

Help us Stuff a



with



Join us for a day of fun for the entire family at Redlands Airport

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

Music by:

Dream Weaver

Food by:



Raffles, Kids Zone and Fun!

Community Blood Drive
Give the Gift of Life



Find Your Forever Fur Baby
at our Pet Adoption Event

Admission: Bring a New
Unwrapped Toy or Cash
Donation to Toys for Tots
Net Proceeds Go To:



HOSTED BY



Information Necessary for Your Flight

By RAA Safety Officer, Dennis Brown

About two weeks ago, I was working in the pattern with a student and heard, on the CTAF, that traffic was entering the downwind – left traffic. This is not illegal, but it could be very dangerous to low time pilots that fly at this airport as students.

There are precautions and information that a pilot can obtain with very little effort to have full knowledge of the airport he, or she, is flying to.

Formerly known as the Airport Facilities Directory, the Digital Chart Supplements are available online at no charge. Here is the link https://aeronav.faa.gov/Upload_313-d/supplements/CS_SW_20190620.pdf. This is for the southwest but all parts of the county including Alaska and Hawaii are downloadable. These are readily available and free. See a screen shot of the data for Redlands Municipal below.

Among the useful items are the distance and direction of the airport from town, local time to Zulu time conversion, latitude and longitude, elevation, traffic pattern altitude, runways and traffic flow, available fuel, lighting and airport remarks. Also included is an airport diagram.

Many of the new navigation apps and GPS receivers that are available for use today, have data from the Chart Supplements loaded in them. Whether or not they are current is another story.

If none of this were addressable, you could contact a Flight Service Station at 1-800-WX BRIEF. The briefer there can assist you. With this option, you can audibly check NOTAMS.

NOTAMS at our airport are infrequent, however the pavement maintenance project recently completed called for runway closures on June 10, 17 & 18. It is worth knowing about a runway closure if you are planning on traveling on those dates.

Knowledge about the physical properties of the airport and the current events taking place will make your departure and arrival so much easier. Enjoy your flying and minimize your stress by being aware of the procedures and updates of your destination airport.



CALIFORNIA

195

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

1574 B TPA—See Remarks 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 tlc.

SERVICE: S4 FUEL 100LL QX 1, 2 LGT ACTIVATE REIL Rwy 08 and 26; PAPI Rwy 08; MIRL Rwy 08-26—CTAF.

AIRPORT REMARKS: Attended 1600-0100Z+. Self serve 100LL fuel avbl 24-7. Coyotes and waterfowl on and in/ovl arpt. Helicopter activity, avoid noise sensitive areas of arpt. TPA — 2503 (929) for fixed wing acft, 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/AUNICOM 123.05

® **SOCAL APP/DEP CON** 127.0 (North-NE)

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.

TACAN AZIMUTH 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 unusable:

010°-015° byd 20 NM blo 10,000'

130°-145° byd 25 NM blo 5,000'

145°-190° blo 8,000'

145°-190° byd 25 NM blo 10,000'

145°-190° byd 39 NM blo 13,500'

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'

DME 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'

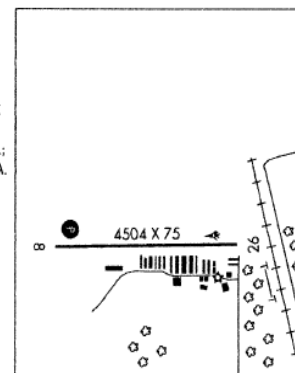
345°-360° byd 35 NM blo 10,500'

LOS ANGELES

COPTER

L-4H, 7C, A

IAP



Let's All Fly Safe Out There!

RAA 2018 -2019 Annual Dues are Payable in June

If you haven't yet paid your 2019-2020 RAA membership dues, they are payable in June. Our member dues are used to promote our airport and general aviation. **Almost all of it** gets used for fun events and expenses. Some of the remaining RAA monies are donated to Toys for Tots at the end of the year.

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

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

If you haven't done so already, please complete the membership form below and return with your payment. If you are not sure you have paid, just send us an email and we can confirm. You can join the RAA or renew membership at a RAA meeting or by mailing the completed form with your check to: Redlands Airport Association 1745 Sessums Dr. Ste. 1 Redlands, CA 92374-1907. We can also accept payment through Venmo. Just search for Cindy Gablin (RAA Secretary).

The RAA and CalPilots are both 501(c)3 organizations. **Your dues and donations are tax deductible.** Thank you for your continued support!

Redlands Airport Association Membership Form

All member information is confidential

Name _____

Address: _____ City: _____ Zip: _____

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

Email: _____

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

Redlands Airport Association

1745 Sessums Dr. Ste. 1

Redlands, CA 92374-1907

Redlands.airport.association@gmail.com

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



RAA Classified Ads & Advertising

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

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, for photos and/or further information. Or call 951-440-3235.



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FACSIMILE 909.475.0909

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

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

Redlands Airport Association

1745 Sessums
Suite 1
Redlands, CA 92374
E-mail:

Redlands.Airport.Association@gmail.com

On the web:

WWW.RAACP.Org



Ted Gablin	President
Steve Willer	Vice-President
Phil Ensley	Treasurer
Cindy Gablin	Secretary
Dennis Brown	Safety Officer
Clif Hoover	Director
Angela Hoover	Director

It's Your Airport Get Involved!!!!

Upcoming Airport Events

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 4th 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.

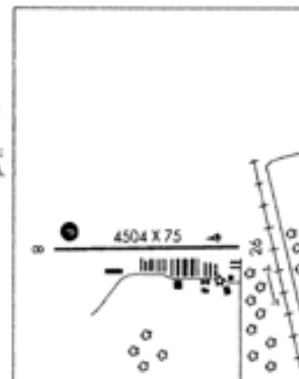
About Our Organization...

"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."



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LOS ANGELES
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L-44, 7C, A
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Not for Navigation