

# Redlands Airport Association Newsletter



9-30-19  
Volume 6, Issue 3

Chapter of California Pilots Association



## *The Mission of the RAA*

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

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## Observations & Comments

**By RAA President Ted Gablin**

Good news! There are currently 3 entities exploring business opportunities at Redlands airport. One is a new Redlands flight school, NextGen Flight Academy. The second is an existing Redlands based flight school, Blue Raven Aviation. They are expanding their operation. Finally, an unnamed Redlands based business is talking to the City about leasing some property on the west ramp. Yes, Redlands Airport is very alive! This activity can improve airport services for us and the local community. It can also increase airport revenue that could fund further airport improvements. All of this makes our airport a more viable public asset and less likely to be closed.

We all need to support this type of business interest in our airport. We also need to help these entities work through any bureaucratic obstacles. The RAA is a member of the Redlands Chamber of Commerce. You can bet we have been keeping them informed about this business development at the airport as they do have political contacts in Redlands. It would also be good for the City and the AAB to start the discussion on how to fund infrastructure such as utilities and street improvements for west ramp development. The airport master plan, even though it's dated, does include development on the west ramp that does provide public benefit. As such the infrastructure work needed may be eligible for AIP grants. This would help support future west ramp improvements.

The other big news this quarter, UPS is continuing work on improving their access to San Bernardino Airport (SBD). UPS is developing a presence at SBD to take advantage of the growing Amazon freight market. They are developing instrument approaches that will allow them to use both runways at SBD. This activity will impact Redlands airport as we will have large jet freighters (757, 767 and MD-11's) operating alongside and crossing approaches to our traffic pattern.

UPS representatives were at our September RAA meeting to share their progress. They have developed drafts of 3 instrument approaches, 1 visual approach, and 2 departure procedures. They shared a plotting of the [draft visual approach and the two draft instrument approaches](#) (please don't fly these). They did not share a plot of the third approach to RWY-24 as it follows the same routing with a steeper descent angle. The visual approach is a company procedure. The instrument approaches will be public. Their use requires an authorization because of equipment and training requirements. It is realistic to assume other operators will use the approaches if they are authorized.

It seems like UPS has done about the best job they could developing procedures that minimize conflicts with our airport traffic pattern. In spite of that, our airport is going to change. How much remains to be seen. There will eventually be an FAA public hearing on these procedures so the public can provide comment. We have asked UPS to share the date and location of the hearing so we can share that with the airport community.

# Airport Updates

## **Redlands Quality of Life Department Changes Their Name**

The City of Redlands Quality of Life Department has changed their name to “Facilities & Community Services Department”. This was done to better align their name with the areas of responsibility. The Redlands Facilities and Community Services Department has responsibility for; parks, recreation and senior services, city-owned groves and trees, solid waste removal and recycling, code enforcement, maintenance of city owned street lights, traffic signals and streets, oversight of the downtown area, Hillside Memorial Park Cemetery and Redlands Municipal Airport.

## **Staff Changes at the Redlands Facilities & Community Services Department**

If you renewed a gate card within the last year, you probably have already met City of Redlands staff employee, Larry Alms. He has recently assumed some additional responsibilities supporting Facilities and Community Services Manager Tricia Swope with airport needs. Additionally, a new part-time time temporary employee, Anthony Calhoun, was hired as an airport attendant. His hiring was announced at the July 17<sup>th</sup> Airport Advisory Board (AAB) meeting. Tricia shared that once his schedule is finalized, his hours will be posted and shared with airport tenants and users. A few RAA members met Mr. Calhoun but apparently his employment did not work out as he was never seen again. At the 9-4-19 AAB meeting, Tricia Swope announced they had hired a new part-time time temporary employee, James (Jimmy) Martin. His hours are Tuesday and Thursday 12-5 and Wednesday, Friday and Saturday 8am -1pm. Some of you may have met him already. He is a friendly gentleman that appears to be very engaged at the airport. His hours are posted on his office door. We wish him well in his new job!

## **Airfest 2019 Debrief**

Mark Stanson, representing Sue Cook for the Hangar 24 Charities AirFest, gave a report on the final finances of the AirFest Show at the July 17<sup>th</sup> AAB meeting. He shared income from the show was \$496,000 and expenses were \$427,000. Mark reported the event is also a conduit for other patrons to donate to the H24 Charities. Mark reminded the AAB that H24 Charities is a 501 C3 IRS registered charity and as such is audited. He noted that Hangar 24 Brewery does not make a profit from the AirFest. AAB Chair Robert Pearce asked if Hangar 24 Charities was going to donate funds from AirFest 2019 for Airport improvements. Mark said he would bring up this question at the next H24 Charities meeting. We are sure this will be discussed as part of any AAB review of a request to hold an Airfest 2020 at REI. We have not seen anything official, but it does appear that Hangar 24 Charities is not holding an Airfest at Lake Havasu City Airport in 2019.

## **Airport Advisory Board Activities**

On Tuesday July 16<sup>th</sup>, the Redlands City Council approved Donald Crow to fill an AAB member position vacated by Richard Johnson. Mr. Crow's application for this position lists recent experience with Riverside County Parks as a qualifier for being awarded a seat on the AAB. His application does not list any airport or aviation related experience. There was one applicant seeking the seat that did have a Private Pilot license, USMC air traffic control experience and some aviation related education, but he did not get selected. Mayor Pro Tem Davis was delegated authority by Mayor Foster to make the recommendation for this appointment.

The AAB has also been developing a 5-year plan for capital improvement projects that could be built with FAA grants associated with the Airport Improvement Program. The AAB discussed numerous projects that were part of the airport master plan, including an airport wash rack. As this type of project usually does not qualify for AIP funding it was not recommended by the AAB. In the end the board recommended that City staff should pursue funding to install a culvert and cover the open ditch on the N/S of the west ramp.

The AAB has been also working on updating airport related sections of the municipal code. This has been done as a workshop type project with public input. There have been two of these sessions so far. The reasons given for updating these muni-code sections that have been shared are; it hasn't been updated for years, and it contains many rules that are the responsibility of the FAA. All airport users are asked to attend AAB meetings and provide comment on this important issue.

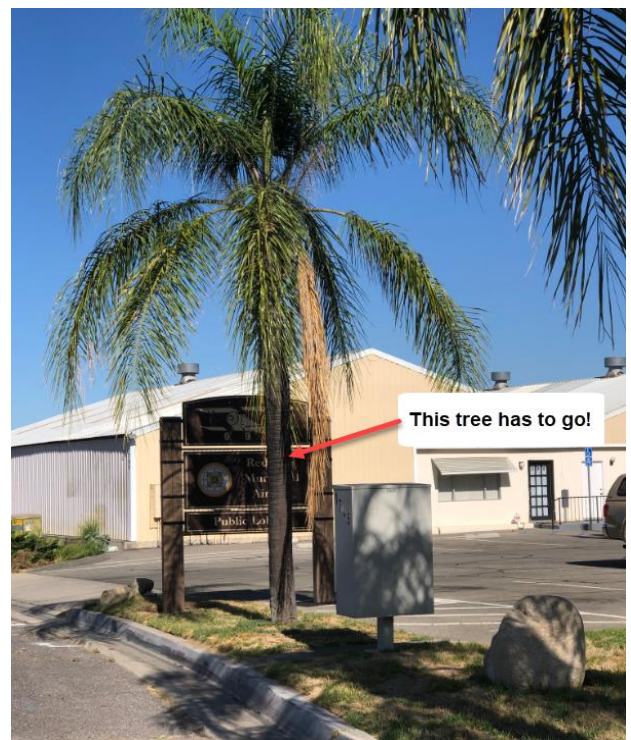
### **Red Aero Ownership Change**

Casper Terry has sold Red-Aero to Jim Eshleman, owner of Blue Raven Aviation. The deal is effective January 1, 2020. Casper will remain on contract performing maintenance for Red-Aero for about 3 years to be sure there is a smooth transition for customers. Jim will be sharing his plans for Red Aero at a future RAA meeting.

### **Airport Sign**

As we mentioned in our June newsletter, a sign acknowledging the location of the airport and public lobby was a need identified by AAB Board members and airport users. We 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 may be used as part of the branding of Redlands Airport. It also functions in a similar manner as a welcome mat on your front door. It welcomes the public and hopefully future businesses to our airport.

This project has been in the works since late 2017. Hangar 24 Charities helped facilitate the project by donating \$3K for the sign. We heard the installed cost of the sign was somewhere around \$13K. That seems costly, but unfortunately that's what happens with government projects. But the sign does look great. The biplane logo is a nice touch too! Just one small issue needs to be addressed, a tree just east of the sign needs to be removed as it does hide the sign.





## **When is the City Lobby Renovation Going to be Completed?**

The counters are in, complete with stools. Furniture has been purchased and installed. A couple of expensive wall monitors were also installed during the spring of this year. Will Hamilton shared that one of the monitors was for a cable news station (does the lobby have cable?) the other will serve as a computer monitor. An aviation frequency monitor was purchased and so were some outdoor speakers so visitors can listen to our airport radio calls. We were told it just needed to be connected. We have not seen a computer and printer anywhere either. The airport enterprise fund has taken a big hit (thousands of \$) for all this equipment. Yet, it's still not functioning.

At the June 5<sup>th</sup> AAB meeting Tricia Swope, Facilities and Community Development, City of Redlands reported the airport frequency monitor hook-up is supposed to be complete by the end of July. She also stated 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. Well the City has just hired a second part time airport employee that is supposed to sit in that office, so we are not sure as to why this equipment has still not been installed. The REI public lobby renovation project started Tuesday, September 18, 2018. It was forecast to take 6 weeks! All RAA members are asked to help us with our efforts to get the City to finish this project by speaking up at AAB and council meetings.

## **Redlands Aviation Runs Out of Avgas Again!**

On Friday, August 23<sup>rd</sup>, we were notified by members that Redlands Aviation ran out of fuel. Self-serve Avgas was not available until the afternoon of Tuesday, August 27<sup>th</sup>. Airport users and businesses had to fly elsewhere to obtain fuel. As we all know, this is not the first fuel issue we have had at the airport this year.

The RAA gets many complaints about Redlands Aviation's fuel service. Members have expressed concerns about fuel leaks, water contamination, grounding equipment, unreliable operation, lack of receipts and the always overflowing trash can at the fuel island. Since we share fuel issues when we hear them, we checked our email and noted 11 incidents in the last year that affected availability of fuel. As a result of these incidents, fuel appeared to be unavailable at the airport at least 14 days over the last year.



Redlands Aviation is an airport business and we should support them. That said, the fuel service interruptions and safety issues create concern, inconvenience, and expense for all of us. It's also just bad economically for our airport. Providing aviation fuel is a condition of the lease between Redlands Aviation and the City of Redlands. From our read, the failure of Redlands Aviation to fulfill this lease requirement could, worst case, result in termination of their lease. The fuel service interruptions have not gone unnoticed by the City of Redlands. There was a closed session agenda item at the September 3<sup>rd</sup> council meeting to discuss the Redlands Aviation lease. Rumor has it, the discussion centered around lease compliance issues. We sure hope the fuel issues can be resolved in a business-like manner as soon as possible. We all need a safe and reliable fuel provider at the airport.

## **Hangar Inspections**

At the 9-4-19 AAB meeting, Tricia Swope announced the City is inspecting hangars for compliance with the FAA's hangar use policy. The FAA's hangar use policy is applicable for airports receiving FAA grants. Redlands Airport has received grants so they must comply. The policy includes requirements that every hangar must have an aircraft, kit, or project. The FAA's hangar use policy ensures that taxpayer funded grants to airports are being used for their intended aviation purpose. As taxpayers we should be glad there is some effort to make sure tax dollars are not wasted! Here is a link to the policy:

[Policy on the Non-Aeronautical Use of Airport Hangars](#)

This is the second time the city has conducted inspections. Will Hamilton performed hangar inspections in 2018. At the conclusion of the inspections he shared all hangars at REI were complying. Many of us snickered when we heard this statement. It's no secret there are issues with non-aviation use of hangars at Redlands airport. What prompted the new round of inspections? An airport advisory board member gave a councilman an airport tour. There were quite a few hangars open that day without an aircraft in site.

Irrespective of this incident, the City has previously shared they wish to do hangar inspections regularly. They have learned from other airports that inspecting hangars for compliance with the FAA's hangar use policy is a best management practice. It keeps the airport sponsor out of trouble with the FAA. It also keeps airports economically healthy. As many of us know there is an ad valorem tax on aircraft in California. About \$.21 of every tax dollar collected on aircraft ad valorem taxes goes into the airport enterprise fund. Flowage fees on avgas also go into the airport enterprise fund. Airplane owners patronize airport businesses too. Hangars full of everything but airplanes don't contribute to the airport economy.

As hangar inspections are big news at the airport, we included a partial list of questions and answers on the FAA's Hangar Use Policy from the FAA website. We will keep everyone advised on any news we hear concerning inspections.

### **Frequently Asked Questions & Answers on FAA Policy on Use of Hangars at Obligated Airports.**

*Note: This is a partial list, for the entire list go to: [https://www.faa.gov/airports/airport\\_compliance](https://www.faa.gov/airports/airport_compliance)*

#### ***What is an airport sponsor's responsibility for hangar use?***

*To ensure appropriate use of hangars, an airport sponsor should:*

- *manage the use of hangars through an airport leasing program that requires a written lease agreement or permit;*
- *monitor the use of hangars on the airport and take steps to prevent unapproved non-aeronautical use;*
- *minimize the length of time to provide hangar space for those on a "waiting list"; and require non-aviation users pay a fair market rental for the use of the hangar and if needed, the hangar is returned to aviation use, under circumstances where temporary non-aeronautical use of a vacant hangar is permitted.*

#### ***To what airport facilities does the policy apply?***

*Policy applies to all aircraft storage areas or facilities on a federally obligated airport that are designated for aeronautical use on an FAA-approved Airport Layout Plan. The policy does not apply to property designated for non-aeronautical use on an approved Airport Layout Plan or otherwise approved for non-aeronautical use by the FAA.*

#### ***What aeronautical uses of a hangar are permissible?***

- *Storage of active aircraft.*
- *Shelter for maintenance, repair, or refurbishment of aircraft, but not the indefinite storage of non-operational aircraft.*
- *Construction of amateur-built or kit-built aircraft provided that activities are conducted safely;*

- *Storage of aircraft handling equipment, e.g., tow bar, glider tow equipment, workbenches, and tools and materials used to service, maintain, repair or outfit aircraft; items related to ancillary or incidental uses that do not affect the hangars' primary use.*
- *Storage of materials related to an aeronautical activity, e.g., balloon and skydiving equipment, office equipment, teaching tools, and materials related to ancillary or incidental uses that do not affect the hangars' primary use; V' Storage of non-aeronautical items that do not interfere with the primary aeronautical purpose of the hangar (for example, televisions, furniture).*
- *A vehicle parked at the hangar while the aircraft usually stored in that hangar is flying, subject to local airport rules and regulations.*

### ***What uses are not permissible under the policy?***

- *Use as a residence.*
- *Operation of a non-aeronautical business, e.g., limo service, car and motorcycle storage, storage of inventory, non-aeronautical business office.*
- *Activities which impede the movement of the aircraft in and out of the hangar or other aeronautical contents of the hangar.*
- *Activities which displace the aeronautical contents of the hangar or impede access to aircraft or other aeronautical contents of the hangar.*
- *Storage of household items that could be stored in commercial storage facilities.*
- *Long-term storage of derelict aircraft and parts.*
- *Storage of items or activities prohibited by local or state law.*
- *Fuel, and other dangerous and Hazmat materials.*
- *Storage of inventory or equipment supporting a municipal agency function unrelated to the aeronautical use.*

### ***Does the policy apply to privately constructed hangars on federally obligated airports?***

*An airport sponsor's permission to lease aeronautical land on the airport for construction of a hangar accepts the sponsor's conditions that come with that land, in return for the special benefits of the location. The fact that the tenant uses the land through a ground lease with the airport sponsor and constructs the hangar using tenant funds does not affect the airport sponsor's agreement with the FAA. That agreement requires the airport land and facilities, including aircraft hangars, to be used for aeronautical purposes.*

### **City West Ramp Pavement Maintenance Project**

The City is once again doing pavement maintenance at the airport. Work involves weed spraying and crack sealing City owned ramp, taxiway, and runway pavement. This work does not involve the leaseholds of Coyote Aviation, Redlands Aviation or Redlands Hangar Owners Association. These "FBO's" have responsibility for the ramp pavement in their own lease hold areas.

The first phase of the project was done in June this year. It involved the runway and taxiway. The contractor also crack-sealed the ramp in front of the lobby. The City announced the runway and taxiway closures for the project with very short notice and an exaggerated time frame. This created some issues for scheduled flight instruction. But the actual work was done very well and quickly. The second phase of this project involves the west ramp. The communication has been much better this time. The current schedule provided in a [detailed letter](#) to City tie down tenants, dated September 10<sup>th</sup>, states work will start on September 30<sup>th</sup> and the project will be completed by October 4<sup>th</sup>. Work will take place between 7am-4pm on weekdays. The letter contains instructions for City tie down tenants to move aircraft temporarily to facilitate the work. Please contact Tricia Swope, City of Redlands if you have questions about the project. She can be reached at 909-798-7655 or via email at [tswope@cityofredlands.org](mailto:tswope@cityofredlands.org).

It's great the City is performing some pavement maintenance at the airport. Anything that slows the crumbling of airport pavement can reduce the potential for expensive damage to aircraft engines and propellers. This pavement maintenance may save the City money on weed abatement and may delay future pavement replacement projects.

### **NextGen Flight Academy is Opening a 2nd Location at REI**

Next Gen Flight Academy is a respected flight school located at Riverside Municipal. The owner Brandon Martini, and his family have participated in the Stuff a Plane with Toys for Tots event over the last few years. We can tell you; he is a good guy! We have heard Brandon mention on a few occasions he really likes Redlands Airport. He has leased an office from Redlands Aviation just south of ATA's office. They plan on being open for business on October 1st. We wish them a warm welcome and good luck in their new REI location!

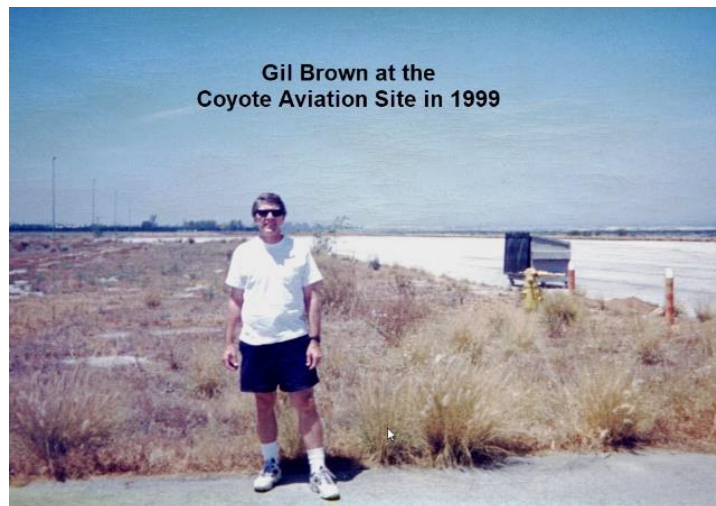


### **Coyote Aviation Celebrates Their 20<sup>th</sup> Anniversary at REI**



*Coyote Aviation*

Yes, it's been 20 years since the Coyote Aviation hangar complex opened for business. If you haven't met him, Gil Brown, is the President of the Coyote Aviation Corporation. He is proud of his facility and meticulous in its management and appearance. He is a real good guy too! Congratulations to Coyote Aviation for 20 successful years at REI!



Gil Brown at the  
Coyote Aviation Site in 1999



Coyote Aviation 2019



# National Aviation Day 2019 at REI

By RAA President, Ted Gablin

For those that don't know, or never heard of National Aviation Day, it is a real US National Observance. It was established in 1939 by President Franklin Delano Roosevelt. He established National Aviation Day on Orville Wright's Birthday, August 19<sup>th</sup>. The proclamation encourages citizens to **observe the day with activities that promote interest in aviation**. Wow! A holiday that officially allows us to go to the airport, enjoy aviation and share it with others. What a deal!

Well, this year the official National Aviation Day occurred on a Monday. For many of us, Monday is not a convenient day for an airport celebration. Keeping with the spirit of the proclamation, we celebrated the holiday with an airport event *a couple of days early*. On Saturday, August 17<sup>th</sup>, members of the RAA and EAA chapter 845 celebrated National Aviation Day at Redlands Airport. They were joined by members from the surrounding community that attended Chapter 845's young Eagles event and enjoyed the burgers and dogs cooked up and served by RAA volunteers. We also had some pilots from Cable and Apple Valley airport show-up to participate in our Spot Landing Competition.

The participants and volunteers did observe the day just as FDR wanted with activities that promote interest in aviation such as; Young Eagles flights, spot landing contests, aircraft displays and eating lunch with friends at the airport. EAA 845 put on a great ground school program. Beverly Buck once again registered all the Young Eagles and answered questions. Volunteer pilots, Ken Laymon, Don Springer, Rick Miller and Bill Ingraham placed their planes in service to fly Young Eagles. Magneto issues grounded Bill early on. The balance of the pilots had to hustle and continued flying Young Eagles to almost noon. In the end 32 kids and 7 adults got a ride. They all worked hard to make this a special day for the kids and their parents. A few more volunteer pilots could have made this easier.





The RAA served 64 lunches. In addition to the traditional burgers, hot dogs, chips cookies and cold drinks, RAA Director Angela Hoover cooked up and served her home-made potato salad to guests. Cindy Gablin also showed off her culinary skills with a crockpot full of her home-made beans. No one left hungry for sure.



There were 11 participants in the spot landing contest held immediately after lunch. Two of these pilots were from neighboring airports (CCB and APV). It was a hot day and thermals rising from runway 26 along with our typical afternoon shifting winds made the spot landing contest a challenge for the participants. The lure of the huge \$170 purse in the "Touch Down Jackpot" helped the participants endure these challenging conditions in the hope of earning bragging rights and some cash prizes.



If you didn't hang around to see the competition, you missed a good show. This year's winners were:

**Tricycle Gear** 1st Mitchell Pfetsch - \$50



2nd Don Springer - \$25



3rd Ted Gablin - \$10



**Conventional Gear**

1st Paul Renkenberger - \$50

2nd Jason Wondolleck - \$25

3rd Jim Phillips - \$10



It would be fair to say we had a safe and very successful event. A good time was had by all. Many volunteers worked hard to make this event a success. We are glad they did. We can't do events like this without volunteer support. Thanks to those that helped! If you couldn't make it to this year's National Aviation Day, I really encourage you to come out next year. If you did participate this year, please come out again. We will do this event again and with your help can make it bigger and better. Please put National Aviation Day on your calendar and plan to bring a friend. We plan on celebrating on Saturday, August 15<sup>th</sup>, 2020. **We hope to see you there!**



## My Day at the 2019 Stihl National Championship Air Races

By RAA Treasurer, Phil Ensley

The National Championship Air Races in Reno is now behind us for this year. This is always a bittersweet moment for me. It feels good to get back home with all the fresh memories and experiences to think back upon, but it's also a little depressing knowing that I must wait another year to fly low, fly fast, and turn left, not to mention missing all the wonderful people I see only 11 days out of the year. But that helps sets my sights on next year. With the end of this year's races, I wanted to write something about it, but I wasn't sure exactly what to cover. Do I cover the races as a whole and tell you who placed where and how fast they went? Well that's a little redundant. You can find all that info on the Air Race Association website, as well as on YouTube. What I want to tell you is, what racing feels like. Why do people like me participate in this risky sport in the first place? Why risk limb and life and aircraft once a year? Well I will do my best to paint a picture from my perspective.

Let us first dive into what goes through my mind during a race. First, I never get a real good night's rest the whole week while in Reno. It doesn't help that the biplane and formula 1 classes must be in the pilot briefing room at 6:45 every morning if we want to fly for that day. With the early morning commute, and the proverbial butterflies in my stomach for what is next to come, who needs an alarm when you wind up awake at 4 AM every day?

After signing in and hearing how the previous day went, what to expect that day for the flying schedule, and getting a peak at the weather, all race pilots go to their respective race class pilot briefs, talk about launch and recovery, aircraft placement for the upcoming race, etc. My first small sigh of relief occurs after that brief when I can get to the plane and start getting it ready to race. Does it need another coat of wax? How did I miss that smudge on the wind screen? As the minutes tick by, the butterflies start to come back as the time nears to start pushing the aircraft out of the hangar and get it towed to the ramp. With my flight suit on, and the plane on the ramp, those butterflies intensify. As we push the planes out to the taxiway and wait for whoever else is on the racecourse to finish up and land, I find myself having a hard time standing in one place. I will walk up and down the row of biplanes awaiting to be set into place. My mind is racing, constantly thinking about the racecourse, the airplane, what to do if one thing happens, or another occurs. It's like I'm at a concert and a large symphony is playing and the music is slowly growing in volume and rhythm. The butterflies in my stomach are matching the beat of the symphony's drums. The plane is in place and it's time to get in and strapped in. The countdown starts.

Ten minutes is yelled out as well as transmitted through the radio. Engines are starting up around me. That symphony is reaching its crescendo. Fuel valve on, mixture rich, one stroke on the wobble pump, master on, press that starter, my heart beats feel like they are in cadence with the prop as the starter is turning it. The engine catches! And.... silence. No symphony. No butterflies. With every minute being counted down until the green flag is dropped, a feeling of a cool, collected focus, and a little bit of anticipation starts to grow.



One minute before the flag drops, there's no thinking about anything else. It's all instinct and training that kicks in. From the time of brake release, to pulling off the course, there's nothing but what's at hand that goes through your mind. What comes with being a human, let alone, being an adult, there are many stresses in all our lives for one reason or another. We all have many thoughts going through our minds at one point or another. Well let me tell you, that is not the case when on the racecourse! You're not worried about anything else but what you are doing at that moment. It's such an exhilarating feeling! You don't know it at the time, but your body is producing lots of endorphins on every lap. You don't realize it until after you pull off the course and begin your cool down and landing. I think that is why some people forget to pull back the throttle when landing. After landing, taxi, and shut down, we all get out and do an immediate pilot debrief. I can tell everyone is in a euphoric state, with reliving what had just occurred via conversation. I strive to make Reno every year to get the chance to feel those emotions and sensations.



I believe what makes those sensations and feelings that much better is the people I get to share it with. The world of air racing is relatively small, and the uniqueness of it makes for a small family that share in the like-minded views and experiences. Every year, everyone seems to pick right back up where we all left off from the previous year. There's also a supreme satisfaction to exposing new people to what the racing is all about. It's a very strong bond to have with people.

I want to say thank you for taking the time to take a small peek into what it's like to be part of the Stihl National Championship Air Races. If you have never attended, you really need to go. I believe it's a life changing experience. I hope to see you there next year!







By RAA Secretary Cindy Gablin



The countdown is on! We are just 1 ½ months away from this year's "Stuff a Plane with Toys for Tots". This is our 5<sup>th</sup> year holding this great charity event. Can you believe it? In case you haven't heard, this year, we are planning an old-fashioned fly-in. The event is November 16<sup>th</sup> from 10 am – 3 pm on the west ramp of the airport.

We are working to get the word out to all the pilots at the local airports to fly to Redlands, display their aircraft, and enjoy the day. We want all Redlands Airport tenants to drag their planes out, put them on display and let our guests enjoy a little bit of the aviation bug. Need a little incentive? How about a free, (yes, I said free), continental breakfast to get your day started? There is a catch though, if you are going to exhibit your aircraft, you must bring it down to the west ramp between 8 am and 9:45 am. The gates open at 10 am and we want to minimize aircraft movements on the ramp for the safety of our guests. The sooner you arrive, the better spot you will get. Simply call "Toys for Tots" ground on 123.05 for parking instructions. There will be awards for aircraft on display as well. The categories for the awards are: Best Classic Airplane, Best Contemporary Airplane, Best Homebuilt Airplane, Best Rotorcraft, and 1<sup>st</sup> & 2<sup>nd</sup> place for People's Choice. One of those awards could be yours! Did I mention there will be some raffles too? How would you like to win some Avgas or an Acro ride?

If that doesn't do it, we have some exciting aircraft that will be on display. There will be warbirds from Yanks and Palm Springs Museums and military aircraft from the US Marines and California Army National Guard (who might also bring a Humvee). San Bernardino Sheriff's Aero Squadron will be bringing one of their helicopters and a fire fighting helicopter from CalFire as well. We are hoping HP Helicopters will also be joining us.

The Redlands Police and Fire Departments will be in attendance with some of their equipment including an armored vehicle and the airplane themed mobile library. We are expecting our flight schools to exhibit. We will have a small kid's area with some fun activities. Our DJ Dream Weaver will be playing the tunes again. Chick-fil-a Citrus Plaza will be on hand selling their delicious chicken sandwiches. LifeStream is also bringing their blood mobile for those wishing to donate this gift of life, so save up your supply. The Redlands Animal Shelter will be on site with a few four-legged friends looking for a forever home. The Page Project will attend again this year collecting items to donate to animal shelters. Bring your old, clean: towels, blankets, leashes, collars, kennels or unopened dog and cat food and new toys to donate.

I am still looking for volunteers on the day of the event to help. I have some dedicated folks that have volunteered but we are still short-handed. It seems we get a lot of help for the Airlift to Twentynine Palms, but we struggle to get volunteers for our kickoff event. **We need your help!** This event is a huge project. If we can't get the help this year, I probably will not do this again next year. Please let me know if you are willing and able!

So, what do you say? Tell your family, friends, neighbors, co-workers, hangar neighbors, your barista at Starbucks, bartender at your favorite bar, whoever will listen, to come to the airport on November 16<sup>th</sup> and have a great day at the airport. Don't forget to bring your new unwrapped toy!

By the way, the Airlift of toys to Twentynine Palms Airport is scheduled for December 7<sup>th</sup>, so mark your calendars!

We have more information about the event on our website: Please check it out at <https://raacp.org/stuff-a-plane-with-toys-for-tots/>

# STUFF A PLANE WITH FLY-IN & EXPO



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



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## Low Level Maneuvering Can Be Risky

By RAA Safety Officer, Dennis Brown



The subject I would like to address in this article is low level maneuvering. What follows is a reprint of an article from the AOPA. I am copying it entirely, so nothing is missed. I have some observations at the conclusion of the article.

### ACCIDENT HIGHLIGHTS DANGERS OF LOW-LEVEL MANEUVERING

*Buzzing, showboating, showing off. Whatever we call it, when a pilot exhibits bad judgment and flies recklessly, the public perception of general aviation takes a hit. More importantly, people routinely get hurt or die as a result of such behavior.*

*On December 20, 2003, the pilot of a Mooney M20E and his passenger were killed when their airplane crashed into the ice on Hanscom Lake near Webster, Wisconsin.*

*On the day of the accident, the pilot's son drove the pilot and his passenger to Voyager Village Airstrip where he watched his father preflight and start the Mooney. The son then returned to their cabin on the lake and saw the Mooney fly over in the direction of the lake at 200 to 300 feet agl. Other witnesses saw the airplane fly between 60 and 100 feet above the lake, then it "went straight up into the air about 200 feet, made a hairpin turn, and came straight down, hitting the ice nose first." The cockpit broke through the ice on impact and submerged. Rescuers were not able to save the pilot or passenger.*

*The pilot was described as a risk-taker and an aggressive pilot who "put the airplane in situations where there really was no way out." The pilot's son said that it was not uncommon for the pilot to perform "crop duster turns," which he described as a steep 70-degree angle climb followed by a turn. The pilot would try to maintain at least 80 mph during the maneuver. The pilot had been flying for 14 years and performing this maneuver for about 10 years.*

*The pilot held a single-engine land private pilot certificate with an instrument rating. He had logged about 1,300 hours total time and completed a flight review eight months before the accident.*

*The NTSB determined the cause of this accident was the pilot's decision to conduct a low-altitude flight maneuver without sufficient altitude to maintain clearance from the terrain.*

*In 2005, 33.1 percent of all fatal pilot-related accidents were a result of maneuvering flight. Because maneuvering flight has a broad definition, some of these accidents occurred during legitimate activities such as turns in the traffic pattern. But some are also the result of pilots exercising poor judgment.*

*This pilot died as a result of trying to exceed his personal capabilities and those of his aircraft. To learn more about the hazards associated with maneuvering flight, and how to avoid them, read the AOPA Air Safety Institute's [Maneuvering Flight—Hazardous to Your Health Safety Advisor](#).*

It is interesting that we all use low level maneuvering each and every time we fly. Immediately after takeoff, during the climb out, descending from pattern altitude, aligning with the runway, during the flare and touchdown. Obviously, you must fly low to land, that's where the ground is! It does, however, have its risks.

**Turning:** Every pattern you fly has a minimum of 4 turns..... crosswind, downwind, base and final. Many of these turns are performed with minimum airspeed in various configurations. Bank angle and G load may vary if the pilot suddenly realizes that he is low, perhaps overshot the runway, tries to "rudder" a turn, pulls harder in the turn. There are many ways to get in trouble on your way to the centerline of the runway. Try to be smooth. You are flying in a fluid. It will stay with your airfoils longer if you don't jerk the airplane around. Plan your turn with minimum bank angles. Let your wing

provide lift if needed by remaining closer to parallel with the horizon. Steeper bank angles result in higher stall speeds as higher G loads are induced.

**Power:** Make applications and reductions in power slowly and with precision. Pulling off all the power, all at once, only to learn that you will now have to add power to make the runway, causes airspeeds to rise and fall needlessly. Again, be smooth. Make a small adjustment and see the result, if a further adjustment is required, make it then. Try to stabilize airspeeds and control the descents with power, this will yield a stabilized approach.

**Climbs:** Use your best rate airspeed to obtain all the altitude you can on the upwind. This is where the airplane will climb best; into the wind. Trim for this airspeed and let the airplane do the work. Having as much altitude as possible before turning cross wind will give you many more options in the event of a rough engine or engine out. Turning early and low might be sexy but offers little hope of returning to the field if the fan stops running.

If for any reason you find yourself in a stalled condition, and there is a real good chance that will happen in the pattern:

1. Reduce the angle of attack of the wing, by pitching down
2. Add power to full
3. Level the wing and return to the horizon
4. Pitch to your  $V_y$  (best rate airspeed) and establish a climb
5. Return at least to pattern altitude to sort out your next move

You must be willing to use whatever altitude is necessary to restore lift to the wing. It may not take much or you may have to fly to just above the terrain. The establishment of climb after recovery makes an automatic increase of distance between the airplane and the ground or obstacles.

Maneuvering the aircraft should be done with a safety net, read altitude. Risks should be plotted against skill sets and your machines capability. A quick look at the Nall Report will show the greatest fatality risk in flying is low level maneuvering.

No one enjoys aerobatic flying more than I. That is why there is an aerobatic practice area, with waived airspace (that has been in existence since 1985), adjacent to Redlands Municipal.

The National Championship Air Races at Stead field, Reno, Nevada were just held this month. Many Redlands pilots attended to see the races. At least two participated. If low level maneuvering is something you would like to get into, come see professional race pilots demonstrate their skills in flights of 8 aircraft racing at 500 mph around a 9-mile course next September. Come and enjoy!

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



## CalPilots 2019 List of Threatened California Airports

**Santa Monica (SMO)** - Actively under threat, "excess" pavement being destroyed, estimated closure ~ 2028. Litigation continues to keep the airport open.

**Reid Hillview (KRHV)** - Actively under threat - no federal funds for 10 years, Possible closure in 2031. Already planning discussions about what else to do here.



**Gustine (301)** – Degradation of hangers and overall airport maintenance has been lagging. Pilots are moving their planes to other airports. Misuse of Runway for car testing.

**Livermore Airport (KLVK)** - Consideration of elimination of height restrictions on buildings near airport within the Airport Influence Area.

**San Jose (KSJC)** - Successfully have eliminated small GA from SJC, now moving to close where those planes went, KRHV.

**Sacramento Executive (KSAC)** - City Council Considering zoo at end of runway or closing airport for zoo - County airport director has mentioned wanting to close this airport.

**Banning (KBNG)** – City Council passed Resolution to close airport. Pilots and Law enforcement working to keep the airport open.

**Los Banos (KLSN)** - Suggestions of moving airport, but no action on new airport, potential for closure despite runway lengthening in 2002/3 time frame.

**Delano (KDLO)** - Allegations of failure to maintain & non-aeronautical uses. Denying use of airport.

**Bermuda Dunes (KUDD)** – CalPilots won Legal Battle against city/orthopedic hospital on 1/2 mile final.

**Oceano (L52)** – City has asked SLO County to study what other uses could be made of the airport.

**Cloverdale (O60)** - City council moved forward with a proposal for a resort that would close the airport, only cost to eliminate funding stopped them. Also, 1/2 of Chief of Police salary assessed against Airport fund making airport appear unprofitable, despite repeated attempts to build new hangars blocked by city council (according to public testimony, all nearby airports are impacted for T-hangars and there's demand for at least 20 T-hangars).

**South Lake Tahoe (KTVL)** – Airport requested FAA procedures required to close the airport.

**Hoopa Airport (O21)** – Native American owned, not eligible for CA Grant Match. Need to change State Rules.

**BOEM (Bureau of Ocean Energy Management)** – Proposed Wind Generators could affect coastal Airport operations. Please attend these meetings and webinars.

## How you can help?

- Become a member of **CalPilots** or volunteer as a **CalPilots Board Member**
- Start a CalPilots DART Program at your Airport
- Attend and comment at City Council Agenda regarding Items that could affect your Airport
- Attend and Comment on Items Reviewed by your Airport Land Use Commission (ALUC)  
*Note: At KREI the ALUC is the Redlands City Council*
- Attend and Comment at Airport Advisory Board Meetings
- Attend and Comment at Planning Commission meetings involving development near your Airport
- **Stay Involved with Your Airport**

***Help us help you. Join us today!***

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## CALPILOTS MEMBERSHIP APPLICATION

*All member information is confidential*

Name.....Home Airport.....  
Address.....City..... State.....\*Zip.....  
Home Phone..... Work.....Fax.....Cell.....  
Email Address..... Aircraft.....N# .....

\*(4 Digit ZIP Extension required for newsletter delivery, please provide if known)

Membership: ☐ New ☐ Renewal ☐ Individual \$35 ☐ Lifetime \$500 ☐ Chapter \$100

☐ Pilot Group Supporter \$50 ☐ Aviation Business \$50 ☐ Business Partnership \$250

Payment Method:\_\_\_Check\_\_\_VISA\_\_\_MasterCard

Card #\_\_\_\_\_ Expiration Date\_\_\_\_\_

Signature\_\_\_\_\_ Date\_\_\_\_\_ \$\_\_\_\_\_

Additional Donation:\_\_\_\_\_ (Tax Deductible-CALPILOTS is a 501 (c) (3) Organization)

Pilot PAC: \$\_\_\_\_\_ (Not Tax Deductible, For a PAC Contribution of \$100 or more, please complete the lines below-required by law)

Occupation\_\_\_\_\_ Employer\_\_\_\_\_

**Renewals or New Memberships only please mailto:**

**California Pilots Association, 1414 K Street, 3<sup>rd</sup> Floor, Sacramento. CA 95814**

**>>Note: Please use the above address only for membership applications and renewals**

## 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

**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)



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FACSIMILE 909.475.0909



**Redlands Aviation**  
P. O. Box 9641  
Redlands, CA 92375  
(909) 794-5642  
FAX (909) 389-7083

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**Takashi Nishimura 909-771-4211**

[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 quarterly newsletter. Ads are no cost to RAA members current on membership dues.*



## Redlands Airport Association

1745 Sessums  
Suite 1  
Redlands, CA 92374  
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[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
Clif Hoover	Director
Angela Hoover	Director

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

## Upcoming Airport Events

**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.

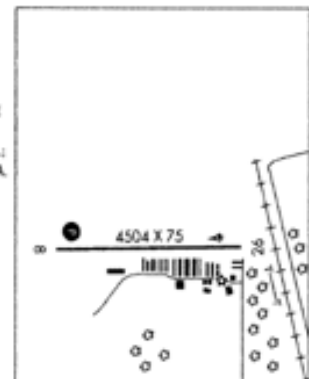
## About Our Organization...

*"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 TPA—See Remarks NOTAM FILE RAL  
RWY 08-26: H450X75 (ASPH) S-12.5 MRL 2.3% up E  
RWY 08: REIL PAPI(P2L)—GA 3.0° TCH 40'. Fence.  
RWY 26: REIL Trees. Rgt tle.  
SERVICE: S4 FUEL 100LL QX 1, 2 LGT ACTIVATE REIL Rwy 08 and 26; PAPI Rwy 08; MRL Rwy 08-26—CTAF.  
AIRPORT REMARKS: Attended 1600-0100Z+. Self serve 100LL fuel avbl 24-7. Coyotes and waterfowl on and invol 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/MUNICOM 123.05  
② SOCIAL APP/DEP COM 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 bto 5,000'  
145°-190° bto 8,000'  
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'

LOS ANGELES  
COPTER  
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JAP



*Not for Navigation*