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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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Observations & Comments

By RAA President Ted Gablin

Another year is behind us. I hope its been a happy and healthy one for you and your families. It's been a good year for our airport. We have seen a big uptick in business activity at our airport. Blue Raven Aviation is establishing a presence at REI. They have inked a deal to buy Red Aero. That happens on January 1, 2020. What does that mean? We haven't lost a very visible maintenance provider at REI. Owner Jim Eshelman has big plans for his business too.

Nextgen Flight Academy a flight school based at Riverside has opened a second location at REI. Owner Brandon Martini really likes Redlands airport and would like to see his new location here at REI take off. Aero Tech Academy is busy too. Just ask some of the CFI's that fly for them. They are teaching every VFR day. Joe Scarcella is expanding his business too. He has bought a Beech Skipper and it, along with his Cessna 152, makes up his training fleet. Joe has an active ground school program and he is a fairly new Designated Pilot Examiner. He is busy too!

Our friends at HP Helicopters would like to grow their business too at REI. They have expressed an interest to grow their business and do something on the West Ramp. Owner, Brad Bauder, is very fond of Redlands Airport and is talking to the City about his plans. We are hoping City staff will recognize this tremendous opportunity to grow Redlands airport and make additional services available to users. Hopefully they can work out a deal that makes sense for all.

Some of this activity can be chalked up to a healthy economy. It seems like businesses are willing to invest some capital to grow. Some of the activity can be attributed to the tremendous demand that exists for pilots. But I also believe the climate at Redlands Airport is better than it was a few years ago and that has a role in these developments.

There has been some effort made to clean up the airport. The City is performing maintenance. The lobby looks better than it did a couple of years ago. There is a new sign in front of the airport. The city has made a significant capital expense utilizing FAA and Caltrans grants to upgrade the airport lighting. The airport does have friends at Redlands City Hall. It seems like REI may not join the list of lost and forgotten airports.

All this sounds great, but we shouldn't sit back and just let things happen on their own. It will take an active airport community to support keeping REI a vibrant and well-maintained airport. This doesn't happen with just the efforts of a few RAA board members or some AAB board members. This effort requires the involvement and assistance of our airport community. Remember, REI is your airport. Please get involved!

I wish everyone a Great Holiday Season and a Healthy & Happy New Year!

Airport Updates

Welcome Airport Supervisor Carl Shaffer

The City of Redlands has hired a full-time airport supervisor. If you haven't met him, his name is Carl Bruce Shaffer. He is not an aviator but has airport related land use background. He has worked 30 years, both in uniform and or as Civil Service with Department of Navy, Department of Army and Department of Interior. His experiences range from intergovernmental relations, airport land use planning, land management, land compatibility management, facility planning and management, GIS, and environmental planning, amongst other duties. Carl is also a member of the Federal Executive Board Mediation Team, American Institute of Certified Planners, and the American Planning Association Inland Empire. He has worked at US Naval Station North Island, MCAS Miramar and BLM California Desert District and served two tours in Afghanistan as an advisor to Afghan National Government. He is also active in public service, current Planning Commissioner for First District Riverside County and past board member on City of Riverside Airport Commission and Design Review Board.



The City has hired him to work full time on airport duties. He has taken that role to heart and has hit the ground running. He has also been available most of the time in his office in the airport lobby. Carl is personable, approachable, and easy to talk with. He's been keenly interested in learning about the airport and what users would like to see for future airport development. We have heard very positive feedback from all that have interacted with him. We believe he will be an asset to our airport. **The RAA looks forward to working with Carl and the City to promote, support, and encourage the continued use of REI.**

Hangar 24 Airfest 2020?

We haven't heard anything official from Hangar 24 about an AirFest 2020 at REI. There also has not been any discussion of the event at Redlands Airport Advisory Board meetings. Carl Shaffer did share he discussed the event with the Ben and Sue Cook, and they are planning on holding an AirFest 2020. The International Council of Airshows calendar shows Hangar 24 Airfest scheduled at Redlands Airport on May 30 & 31.

Typically, Hangar 24 personnel make presentations to the AAB in the last quarter of the year. That did not happen this year. Hangar 24 did not hold an AirFest event at Havasu Airport in 2019. We will share any news we hear about the status of Airfest 2020.

Airport Advisory Board (AAB) Activities

The Redlands AAB meets monthly on the first Wednesday of the month at 6pm. They usually meet in the Redlands City Council chambers. The AAB acts in an advisory role to the Redlands City Council on all things related to the airport. There are many important airport issues discussed at these meetings and it's a good public forum for members to learn about the airport and to make the City aware of airport issues. Here are some highlights of the AAB meeting discussions since the last RAA newsletter:

Oct. 2 - AAB members decided to create an AdHoc committee to revise the airport related sections of the City Municipal Code. The goal of the committee was to update obsolete sections of the code and remove code sections that were within the FAA's jurisdiction. Board member Renea Wickman, Ted Gablin, and Phil Ensley volunteered to work on revising the Code. AAB Board Chair, Bob Pearce, submitted a list of nine separate fuel outages at REI during the past year as a follow

up to the September 4, 2019 meeting discussion on this same topic. Jim Ott, of Redlands Aviation, informed the Board that he is taking a daily dip stick measurement of the fuel tank and not relying upon the electronic readouts. He stated that this proactive approach that he is now taking prevented an outage this past weekend.

Nov. 6 - It was announced that Mark Jarrel was a new AAB member replacing Casey Erickson, but he was absent from the meeting. City staff employee, Tricia Swope, reported that the City has selected the new Airport Supervisor, Carl Shaffer, and he will start with the City on November 18th. Tricia stated that Mr. Shaffer brings over 20 years of related experience with him. Chairman Pearce thanked the AdHoc committee members revising the airport related sections of the municipal code for their outstanding effort to update the code. Ted Gablin explained to the board members how they updated the code and their use of other municipalities' codes to make sure we complied with local norms. Ted noted the committee recommended some code additions to ban paragliders operations in the airport environment, compliance with the FAA Hangar Use Policy and reporting hazardous spills. He also announced they had removed about 1/3 of the existing code sections that conflicted with or overlapped FAA regulations. The board agreed that the Redlands Police Department should be advised of the proposed changes and the final version adopted by City Council. The board accepted all the AdHoc committee revisions and passed the document on to staff for further review by City staff and the City Attorney.

Dec. 4 – AAB members were introduced to the new airport supervisor Carl Shaffer. RAA President, Ted Gablin, briefed the board about an email issued by an FAA official at the LAX ADO that stated the new San Bernardino instrument approaches being developed for Runway 24 would not be subject to the environmental review process.

Dr. Javed Siddiqi Donates His Beech Duke to San Bernardino Valley College (SBVC) Aeronautics

Dr. Javed Siddiqi is a long-time member of our airport community and an RAA member and supporter. Dr. Siddiq had a very well equipped 1978 Beech Duke B-60 for a few years based at REI. The Beech Duke is a very impressive aircraft. It's equipped with turbocharged and intercooled engines, pressurized, GPS navigation, deicing equipment, radar altimeter and more. It's definitely a high-performance twin.

Dr. Siddiqi is a busy guy. He is a noted neurosurgeon at Arrowhead Regional Medical Center and is an administrator too. So, the Beech just wasn't getting used. He tried to sell it initially, but he eventually reached out to former RAA Director, Jim Hoyt, and RAA President Ted Gablin, both instructors in the SBVC aviation maintenance program. Dr. Siddiq offered up the Duke as a donation to the SBVC Aeronautics Department.

It took two years to get it to the college. Just deciding how to move it was a challenge. Getting funding to hire a moving contractor and acquire permits were monumental tasks. Finally, on November 25th, the airplane was towed to its new home at SBVC. You can read about the move and see the photos in the Redlands Daily Facts article:

[Redlands plane makes 11-mile journey to San Bernardino college by land](#)

Thanks to Dr. Siddiqi's generous donation, San Bernardino Valley College students, studying aviation maintenance and pilot training, have a new modern aircraft to work with during classes. **Thank you, Dr. Siddiqi!**



REI SuperAWOS Gets an Upgrade for Safety

REI's automated weather station was installed more than 15 years ago by the previous owners of Redlands Aviation. It is not an FAA installed device like the ATIS and ASOS system we see at some airports. It is manufactured by Potomac Aviation Technology Corporation. It is used at other GA airports (San Bernardino County airports uses them) and the military. Ours is an early unit (serial #2) and has served the airport community very well. It has experienced very few maintenance issues.

When UPS shared their plans for a Runway 24 instrument approach, airport user Joe Holland thought there may be an opportunity to use the Super AWOS to warn pilots of inbound UPS flights. This would be done by using the UPS Aircraft Communication Addressing and Reporting System (ACARS) to send a message to our SuperAWOS via satellite. The SuperAWOS would interpret the message and it could then be broadcast to pilots monitoring the REI CTAF.

www.SUPERAWOS.com



As this type of communication with a SuperAWOS has never been attempted, Joe worked with UPS and Potomac Aviation on the technical issues involved to facilitate this method of communication. Certain equipment in the SuperAWOS had to be replaced to facilitate its ability to receive ACARS signals from UPS aircraft. The equipment requiring replacement included the existing satellite communication module and antenna, new mother board, and control computer. The City funded the upgrades in the interest of safety.

On Wednesday, 12-11-19, the Super AWOS was switched off. Volunteer technicians, Joe Holland, and RAA member Phil Starbuck replaced the required equipment and found a bad power control module during the equipment replacement. As a result, the SuperAWOS was off until Friday 12-13 when the new power control module was received. The equipment was inspected while it was down to ensure that there are no maintenance issues needing to be addressed. The City did decide to replace the existing backup batteries as a result of the inspection.

Additional software upgrades will need to be performed to facilitate the broadcast warnings of inbound UPS flights. The SuperAWOS will still need to be interrogated (by pilots clicking their microphone switch three times) to facilitate it transmitting any message about an inbound UPS flight. It is not clear as to whether the UPS pilots will have to manually send the ACARS message or if it will be triggered automatically by the UPS aircraft Flight Management System at some point in the instrument approach. More information to come on this interesting upgrade for sure.

New SBD Airport Runway 24 RNAV IFR Procedures Not Subject to Environmental Review?

Dawn Rowe is the San Bernardino County Supervisor 3rd District. Her office was very interested in hearing about the new instrument procedures being developed by UPS to access runway 24 at San Bernardino Airport. Rightfully so as Supervisor Rowe has constituents in the County area east of Highland that will be overflowed by aircraft using the procedure. They may object to the noise associated with the overflights. Dawn Rowe's Chief of Staff, Matt Knox, reached out to a contact at the FAA to find out the timeline on the environmental analysis associated with the new procedure so the public will have an opportunity to provide comment.

FAA Program Manager, Keith Lusk, responded by email and shared "This is a special approach that will be used by UPS for uncommon wind events that currently forces them to divert from landing at San Bernardino International Airport. So, conditions where this would be utilized would be during the uncommon Santa Ana wind events. This type of project is usually categorically excluded from further environmental review absent any extraordinary circumstances and the CATEX (Categorically Exempt) process does not typically entail a public comment period. However, Hughes Aeronautical - who is developing the procedure for UPS - has done some community outreach as part of their work, including separate meetings

with the cities of Redlands and Highland in early October. We are currently still in the process of documenting the CATEX determination but do not have a timeline at this juncture.” Mr. Lusk’s comments were shared at the December 4th Redlands Airport Advisory Board Meeting. Councilman Paul Barich shared he had concerns about the potential for noise complaints from Redlands residents in the flight path. He said he would refer the matter to the Redlands City attorney for comment.

The FAA is involved currently in various disputes and lawsuits when they have bypassed their own published environmental review requirements and instituted changes to aircraft flight plans over residential areas. Locally, a Standard Terminal Arrival Procedure to Ontario airport was recently changed because of noise complaints from Lake Arrowhead residents. The City of LA has filed a lawsuit against the FAA for changing approaches into LAX. They have done so because of concerns about airplane noise for residents in West Adams, Mid-City and surrounding neighborhoods. There are issues at Burbank airport too. We are sure there will be more to come on this one too.



When is the City Lobby Renovation Going to be Completed?

There is a working computer now in the lobby for pilots to use to perform preflight briefings. The large wall mounted monitor above the keyboard provides a huge viewing area. There are some instructions posted on how to turn on the computer. Please be sure to follow them as the wall mounted monitor does go into a sleep mode when it’s not being used. A second monitor installed on the east wall of the lobby was intended to be used to stream a news channel into the lobby. The work required to make this happen is not yet completed.

An aviation frequency monitor purchased by the City is also not functioning. It was installed with outdoor speakers to make the lobby patio more attractive to visitors from the community that visit the airport to watch aircraft. City staff keeps telling us a cable is lacking to finish the installation. The REI public lobby renovation project started on September 18, 2018. We were told the project would take 6 weeks to complete. As the completion has been pending for over a year, RAA members are asked to help keep the dialog with the city focused on finishing all the lobby improvements.

Those Brave Young Men in Their Paragliders are Back

The paraglider flights to Hangar 24 brewery stopped for 3 months or so, but we have gotten at least a half dozen reports of paragliders transitioning through the traffic pattern since August. We have heard recent reports of aerial paraglider encounters in the traffic pattern with RAA members Dennis Brown, Tom Jones, and Bob O’Connor.

Some of you may recall, the paraglider issue was discussed at length at the 5-1-19 Airport Advisory Board (AAB) meeting. Many RAA members attended and provided comment at that meeting. There were members of the paraglider community there too. After some deliberation, the AAB members supported some action to prevent the paraglider brewery flights. Chris Boatman, Director of the Facilities and Community Services Department, put his foot down. 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 would communicate with both the paraglider community as well as Hangar 24 Brewery to stop this activity.

It would be safe to assume either the discussion at the AAB meeting or some later City communication with Hangar 24 put the temporary brakes on this activity. But memories of those discussions seem to have faded. Once again, some reckless folks in the paraglider community are risking their lives and the lives of pilots using the airport so they can strut their stuff to their pals at the brewery.

Please contact the RAA by email if you have an encounter with a paraglider in the traffic pattern. Pictures of the paragliders in the traffic pattern are appreciated and allow us to document the incidents. We have notified the FAA Riverside FSDO of this issue. They have opened an investigation. We have also reported these incidents to Redlands Code Enforcement. We are also hoping Redlands Aviation can put some pressure on their tenant, Hangar 24 to stop these flights. All of us working together can help stop this craziness.



***Altitude, Airspeed & Brains
You need 2 of the three to survive!***

FAA Rules Santa Monica Mishandled Airport Loans & Leases NBAA Appeals

By RAA President, Ted Gablin

A Part 16 FAA complaint filed in 2016 alleges the City of Santa Monica diverted airport revenue from the Santa Monica Airport (SMO) enterprise fund. Complainants included airport users, airport businesses, Aircraft Owners and Pilots Association (AOPA) and National Business Aircraft Association (NBAA). The complaint alleged the City diverted airport revenue by collecting excessive interest on insufficiently documented loans to the airport, imposing a landing fee structure with excessive and unjustified fees and allowing a non-aeronautical user, Santa Monica College (SMC), to pay below-market rent for leasing airport property. Additionally, the complaint also alleged the City refuses to extend the leases of aeronautical tenants beyond a month-to-month basis.

The FAA investigated the complaint and in November this year issued a determination stating the City of Santa Monica had failed to comply with its grant obligations. The reasons included; inadequately documenting loans made to the airport and operating with landing fees methodology and rates that did not reflect the airport's use. In response, the City of Santa Monica says it will "implement a corrective action plan to recalculate the accumulated interest on its loans." The complete FAA response can be read at this link: [FAA SMO Determination](#)

Well, the NBAA didn't think the determination went far enough and has filed an appeal to the FAA's determination. The NBAA appeal can be read at this link: [NBAA SMO Appeal](#)

I am sure many of us do not feel the FAA has done a good job dealing with the City of Santa Monica's efforts to close SMO. The FAA's November determination is refreshing, and we should support NBAA's appeal to seek additional remedies at SMO. Here is a copy of the NBAA's press release about the appeal follows.

NBAA Appeals FAA's Part 16 Director's Determination on SMO Financial Compliance

Contact: Dan Hubbard, 202-783-9360, dhubbard@nbaa.org

Washington, DC, Dec. 11, 2019 – The city of Santa Monica, CA, operator of Santa Monica Municipal Airport (SMO), has for years engaged in unlawful revenue diversion, by entering into inadequately documented loans with SMO and collecting excessive landing fees from aviation users, among other compliance issues, the National Business Aviation Association (NBAA) asserted in a Dec. 9 appeal.

The association's appeal comes in response to a Nov. 8, 2019, Director's Determination from the Federal Aviation Administration (FAA), concurring with most – but not all – assertions made by NBAA and other parties in an administrative Part 16 complaint about compliance concerns at SMO filed more than three years ago.

"This is a complex Part 16," said Alex Gertsen, NBAA director of airports and ground infrastructure. "Although the FAA did find that a significant number of loans between the city and the airport are invalid and/or charged excessive interest, further rulings by FAA are required and NBAA therefore is appealing other parts of FAA's

Determination that have not fully addressed the loan issues, or the airport's high landing fees and the interconnected surplus in airport accounts.

"There is no question that an impermissible surplus exists, based on the record and public information," Gertsen continued. "In the years during which the proceeding has been pending, the airport has accumulated a significant surplus – nearly \$13 million at the end of FY2018. As the result of the FAA's ruling, repayment and invalidation of at least certain loans will further increase the surplus.

"This is inconsistent with the city's federal obligations, which include guidance stating that airports should not collect more revenue than required for current and reasonably anticipated needs. Accordingly, upon issuing its Nov. 8 Determination, FAA should have ordered immediate compliance measures, such as the suspension of landing fees until new calculations can be made to determine what, if any, new assessments to airport users are appropriate."

NBAA's appeal maintains that the excessive landing fees collected by Santa Monica must be refunded. The appeal notes that since the fees entered into effect in 2013, "the city has continued to charge airport users landing fees that are among the highest in the country." The city rejected its own analysis of other airports' landing fees demonstrating the inherent unreasonableness of the SMO fees, and refuses to account for non-aeronautical income, which is the airport's principal income stream, while establishing and maintaining the rate base. Finally, the city maintains its high landing fees in the face of an enormous and growing surplus.

In further regard to loans, NBAA noted in its appeal that "the city has engaged in revenue diversion additional to that identified in the Director's Determination." The association documented transfers totaling more than \$6.5 million, for which the FAA has accepted as valid but should also require reimbursement. The appeal also notes that there were mathematical and other errors in the Director's Determination, which meant that additional reimbursement to the airport by the city should have been required.

"Corrective action on these issues must be taken by the FAA, not just to rectify the incorrect and possibly illegal actions at SMO, but also to maintain a consistent national policy that airport finances must be properly documented, and landing fees thoroughly justified," Gertsen concluded. "NBAA will continue to advocate for proper and legal use of funds collected from aviation users, as well as compliance with federal grant-based and other obligations, at Santa Monica and airports across the country."





By RAA Secretary Cindy Gablin



Another year has come and gone for the Redlands Airport Association's Stuff a Plane with Toys for Tots. The 2019 Stuff a Plane with Toys for Tots had the best haul ever! It was not without challenges though.

This year, the RAA board members decided to make the November kickoff event an old fashion fly-in. We had a few new ideas to get the airport community to participate in the kickoff event this year. One, we offered a FREE continental breakfast for those that wished to display their aircraft. Two, we invited some organizations with large aircraft, both helicopters and fixed wing – who doesn't love that! Three, we gave award plaques to the winners of the aircraft displays. Four, we held a raffle for Avgas, thanks to the donation from Redlands Aviation. What more could you ask for?

I started the process to get City approval of the 2019 Stuff a Plane with Toys for Tots in April. It took until September 3rd for final City Council approval. Approval was contingent on signing a Licensing Agreement with the city for the use of the west ramp. The Licensing Agreement was something new this year and had some requirements and restrictions that were not imposed on us from previous years. One of the requirements mandated that our food vendor, Chick-fil-a Citrus Plaza, have a City Business license. It seems the City of Redlands has a new process for these licenses. The City no longer has a one-day event business license. Consequently, Chick-fil-a Citrus Plaza had to purchase an annual license for \$99 to sell their food for 5 hours at our event. Because of these requirements we almost lost our food vendor a week before the event. Some last-minute negotiating averted this disaster. We can only wonder how this new policy will be applied to other non-profits that hire vendors for one day events in Redlands such as AirFest, Oktoberfest, Turkey Trot and others.

In May, I sent formal requests to both the United States Marine Corp and the California Army National Guard asking for static display of one or more of their aircraft. They require a few months for approvals from Washington DC. Then approved requests are sent to local units to see if they have personnel and aircraft available to display. We also requested static aircraft displays from San Bernardino County Sheriff's Aero Squadron, CalFire and HP Helicopters. Of course, with all the wildfires we were having, we were not sure any of them would be able to attend. In the end, all these organizations attended our event, except the USMC. We received approval from the USMC, however, they were unable to find a squadron who could attend. We were told the impeachment debacles in Washington delayed the necessary budget approvals to facilitate a display. We were also hoping to have the Lockheed Electra from Yanks Museum again this year, but that morning they had a mechanical issue that prevented them from attending.

Thanks to a few special people, I did have more help this year in the planning stages than ever before. You have no idea how much I appreciate that! Bob & Lynn O'Connor oversaw the continental breakfast and did a great job. We had more pastries and coffee than we could eat! The coffee was donated from a 7-Eleven store in Rialto. Angela Hoover & Donna Barry created and oversaw the "kids' zone". They did a wonderful exhibit and the kids that did participate, thoroughly enjoyed themselves. Russ Clyde arranged getting trash boxes from the City along with the pick-up and return. Thank you all!

LifeStream joined us once again this year and collected 30 units of blood during our event. That is awesome and they were very happy!

Every one of Redlands Airport businesses exhibited at the event except the Redlands Flying Club and Airwest Helicopters. They missed a great opportunity and a good time! We held "Learn to Fly" seminars at the event to entice aspiring pilots to

consider flight lessons. These presentations were made by “Old Guy” CFI Larry Rice assisted by Clif Hoover. Thank you all for your participation and I hope you were able to entice some of our guests to do business with you.

Our DJ, Dream Weaver, did an awesome job once again this year entertaining us with music from all eras.

We also had a couple of surprises! There was a flyover by the Dawn Patrol Airshows and a Flash mob, by the Redlands Festival Singers (thanks to Ingrid Biglow). What a treat!!! Santa was also present to the delight of the children.

We held some raffles for aircraft rides and for some Avgas. The winners of the Avgas were: Mike Lockhart, Rick Miller, Don Springer and once again this year, Allen Williams won two! Congratulations to those winners.

All aircraft exhibitors got to compete for awards. We had some nice plaques for the winners and the awards went to:

1st Place People’s Choice – Gil Brown 1979 Beach Bonanza

2nd Place People’s Choice – Ray Cobb 1947 Cessna 120

Best Classic – Robert Lane for his 1963 Birdodog Cessna

Best Contemporary – Jim Eshleman 1978 Piper Turbo Arrow

Best Homebuilt – Pat Pollock 2015 Auto Gyro

Best Rotorcraft – Robert Metoyer UH60M the California Army National Guard Blackhawk

We also had many volunteers this year from our airport community, San Bernardino Valley College Students, and the Civil Air Patrol Cadets. I also want to thank all that contributed with equipment, donations for supplies, and for the raffles. Thanks also to Ike Tate, Richard Johnson & Billy DeSilva for the wonderful photography to commemorate the day. You all made this happen and we couldn’t do this without you!!!

Overall, it was a beautiful day although a tad warm. Besides guests from the community, we had several organizations attend and contribute with bags full of toys.

On December 7th, we planned to airlift the toys to Twentynine Palms Airport (TNP) as we had in previous years. We had some issues with San Bernardino County planning the airlift. About three weeks before the airlift, we were asked to get a permit to hold our “event” at TNP. The permit requirements included providing \$10,000,000 in liability insurance with coverage for aircraft operations. Even though we viewed our airlift as simply a Part 91 operation to a municipal airport, exaggerated claims by a TNP pilot and San Bernardino County Airport Commission member, Jim Bagley, convinced the County Department of Airports we would have issues with crowd control, parking and toilets at our event. He told county airport staff we had 100 spectators at TNP in 2018 and more would attend in 2019. In reality, we had about 12 spectators from the community in 2018.

Another San Bernardino County Airport Commission member and Redlands pilot, Bill Smith, set the record straight at the December 5th Commission meeting. In the end, the Director of San Bernardino County Airports, James Jenkins, called us on December 6th and gave us the green light to proceed without a permit.

Unfortunately, the weather did not cooperate for our 2019 Toy Airlift. However, despite the bad weather, we had a pretty good turnout of airport volunteers on December 7th, to await the arrival of the Marines at Redlands Municipal Airport. The Marines headed up by Toys for Tots Coordinator, SSgt Davis Martinez, arrived about 11:30 am with a box truck and were extremely amazed when we opened the hangar door to expose the many boxes and bags of toys that we collected.

This year, I would estimate members and friends of the Redlands Airport Association doubled the number of toys collected last year. We pretty much filled the USMC box truck to capacity. We don't have a final estimate of the number of toys collected, but it is considerably more than the estimated 5000 toys we collected last year.

In 2018, the USMC Air Ground Combat Center in 29 Palms who head up the Toys for Tots Campaign, out in 29 Palms, distributed over 26,000 toys to over 6,000 children through distribution centers in San Bernardino, Yucca Valley and Indio. This supports many cities and communities in San Bernardino & Riverside Counties. I am sure, those numbers will be surpassed this year.

If you haven't already checked out the pictures from our November 16th kickoff event and the December 7th toy delivery, check them out on our website at: [11-16-19 Stuff a Plane with Toys for Tots](#) and [Toys for Tots 2019 Almost Airlift](#)

As a final note, I have decided that after 5 years, it is time for me to retire from my role as the event organizer. It's been very rewarding as each year the number of toys collected has grown. I know many children were happy and excited to have a wonderful Christmas each year because of our efforts. It is time for some new blood and new ideas. If someone would like to take the reins, I would be willing to help and to pass off any information and contacts I have collected over the years.

I wish everyone a very Merry Christmas and a Healthy & Happy New Year!



Yes, The Truck is Full of Toys

Aeronautical Decision Making

By RAA Safety Officer, Dennis Brown

Aeronautical decision making is what I would like to examine this month. If you get a chance, Google search “Aeronautical Decision Making”. You will get lots of hits for sure. Why? Poor decision making is the root cause of many—if not most—aviation accidents.

Aeronautical decision making is the subject of many FAA documents. The FAA dedicated an entire chapter of the Pilots Handbook of Aeronautical Knowledge to Aeronautical Decision Making. Here is a link to this chapter if you would like to review this material: [PHAK Chapter 2: Aeronautical Decision-Making](#)



AOPA also has considerable information on their website about Aeronautical Decision making. They include; online courses, videos, publications and pod casts. Here is a link to some of this material on their website: [Aeronautical Decision Making](#). Learning from others mistakes can help raise our awareness of the need for good decision making.

Fall is here and Winter is not far behind. Good aeronautical decision making is always in season. As storms approach and the rush of the Holiday Season puts pressures on us to be at work, get home, hurry to someone’s house, catch the upcoming play, many of us are faced with “go - no go decisions”. At this time of the year, we have SIGMETS and AIRMETS that should be obtained and assessed to see if the weather will allow safe passage. Freezing levels are lower, turbulence can be severe, visibilities can change quickly. A good, old fashioned weather brief from the FSS (1-800-WX BRIEF), could be helpful making up your mind. Fast moving fronts, and precipitation can catch a pilot off guard.

Remember, even if it is just you, you are precious cargo to your loved ones. Getting there eventually is far better than leaving in marginal conditions and not arriving at all. Good decision-making is about avoiding the circumstances that lead to really tough choices. The goal is really very simple: Learn to make good choices every time you fly. Think about and measure all the possibilities as you fly.

Enjoy the holidays, the food, the football, the decorations, the gifts, the family, the friends, and the joy. Don’t let Get Home-Itis force you into bad decisions. Use your good judgement and live to enjoy more holidays and times with loved ones.

Happy Holidays and Best Wishes for the New Year!

Let’s All Fly Safe Out There!

CalPilots Commentary



To all Members and Associates,

I would like to first thank everyone who made our Anniversary a fun and successful one, especially being hosted by Morris Garcia and the whole crew at CVAA (a chapter of CalPilots) thanks so much. We were honored by Assemblyman Patterson with a very wonderful certificate commemorating our 70th anniversary.

It was also brought out that Carol Ford, our President had been named the recipient of the 2019 Michael A. Shutt Award which is given to a person or company whose efforts and hard work show a significant growth, development and safety at Californians' G. A. Airports, at the ACA conference in September in South Lake Tahoe. We would also like to congratulate Rayvon Williams the manager of the Watsonville Airport as the new President of the ACA and thank Scott Malta manager of Castle Airport for all his work in the past as President of ACA. We look toward a bright future at California's G.A. airports even with the many challenges.

I would now like to address all members; we need to come together as active members at all our chapters statewide. What's this mean? Well just this we have a lot of members up and down the state that if active were at events at their 'local' airports to promote not only to get more members in each chapter but also in CalPilots organization this would go a long way to promote what we do for general aviation airports along with educational programs to get young people excited about aviation, aerospace and aeronautics. In the past 4 years, I've been associated and worked with CalPilots it's usually been the members of the board of directors that are at the few events we can get to. With the advent of many cities wanting to try to close airports and diminish the need to continue these airports it's even more important now to bring us together to fight to keep them open.

As many might know with the introduction of 'Air Mobility' our role as guardians has become a widened and more complex job. This new addition to aviation is coming and we must work with all agencies, cities and the public to inform and educate as to what it will mean. To a lot of G.A. airports that haven't seen much growth this will change that, in commuter and light to medium cargo freight traffic so they must be ready to move forward and integrate air traffic. I feel we also need to address the fact that being in a chapter doesn't necessarily mean you're a CalPilots member, I will be having further discussions at our board meetings about this. I think this is an oversight and possibly a splitting of dues so your local chapter can maintain, and all are members of CalPilots to be able function better statewide. I have been asked to put this forward to all as a move to bring all of us together for our common cause.

Sincerely,

Tony Marchese

CalPilots Director at Large Region 2

CalPilots Newsletter Editor

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, 3rd Floor, Sacramento. CA 95814

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



CALIFORNIA PILOTS ASSOCIATION

Note from the RAA editor- Please consider supporting our parent organization CalPilots.

They do help us tremendously!

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

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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 quarterly newsletter. **Ads are no cost to RAA members 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

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.

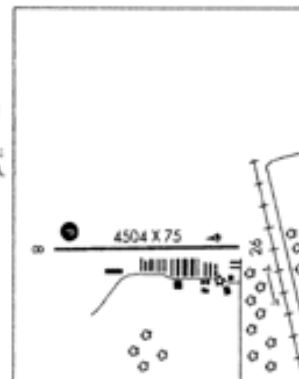
About Our Organization...

"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."



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 MIRL 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; MIRL 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
L-44, 7C, A
JAP



Not for Navigation