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Volume 7, Issue 1

Redlands Airport Association Newsletter

Chapter of California Pilots Association



The Mission of the RAA

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

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Observations & Comments

By RAA President Ted Gablin

It takes a few weeks to put together this quarterly newsletter. The RAA board members pitch in to help and share their perspectives. Their assistance is truly appreciated as it makes the newsletter less of a chore to produce. I usually wait until the last few days to write my observations and comments as something is always happening at the last minute that is worth sharing.

Cindy and I just completed a one-week vacation to Maui. I teach at San Bernardino Valley College and our trip was timed to coincide with spring recess. Maui is beautiful, we had a blast whale watching, hiking and enjoying the scenery. We also rode 23 miles on bikes down the Haleakala volcano and visited Charles Lindbergh's final resting place. We ran into RAA members Ed and Donna Barry and had an impromptu RAA meeting at the "Down the Hatch" restaurant.



The news about the COVID-19 virus was evident as we checked our bags at LAX and continued to haunt us during the trip. The Delta agent at the check in counter confirmed that the airport activity started to drop off earlier in the week. Our outbound flight had 54 empty seats. We chalked this up to overanxious travelers worried about the virus. We wiped down our seats with Sani- wipes and enjoyed the ride.

A couple of days later we started seeing Facebook posts about people hoarding toilet paper and groceries. We heard President Trump announce the CDC guidelines that are designed to slow the spread of the virus. Then came notes about meeting cancellations, suspension of public school and college classes. The day before we left Maui, Hawaii's Governor Ige closed all bars and restaurants. His edict was also extended to public parks. Even the road to Hana was closed to tourists. The governor also told all visitors contemplating a trip to the islands to stay home for 30 days.

We were told our return flight left LAX with almost 170 empty seats. It was full when we boarded with people leaving for the mainland. On the car ride home from LAX we heard about Governor Newsom's shelter in place order that it went into effect early the next morning.

The economic impact of all of this is mind boggling. Airlines, cruise ships, hotels, restaurants and bars are flirting with bankruptcy. Boeing, already reeling from the delays associated with the 737 Max, will end up with a huge amount of these unsold aircraft. I doubt they can survive without a government bailout. I feel so bad for people that rely on these industries for their income.

The spillover from all of this will impact our world. The pilot and mechanic shortage just vanished as airlines park planes. If this continues too long, we will see an impact to the number of students pursuing a career as a pilot or aviation maintenance technician. Unemployed or financially stressed general aviation aircraft owners will fly less and may even sell their aircraft and/or give up recreational flying. This is déjà vu of the 2007 recession. Only this time, it is worse as we are dealing with the loss of life. Please, let's all follow government recommendations designed to slow the virus impact. Be kind to each other, help others in need and donate blood if you can. Finally, let's hope and pray we get COVID-19 behind us ASAP.

Airport Updates

Hangar 24 AirFest Moves to SBD and is Cancelled due to COVID-19

Ben Cook, owner of Hangar 24, made the announcement at the February 5th Airport Advisory Board (AAB) meeting. The Hangar 24 Airfest event was moving to San Bernardino Airport (SBD). He cited the loss of the use of the 40-acre property used as an event parking lot as a reason for the move. The property had a large population of endangered kangaroo rats and the mitigation required was simply too costly. He also shared that the event had outgrown REI. The high-performance jet aircraft in his event had to land elsewhere as they could not land at REI. With all of this in consideration it just made better sense to move it to SBD.

The Redlands Daily Facts reported another reason for the move, a squabble over fee waivers the city gives to charity events. In 2019 Hangar 24 requested a fee waiver of over \$94,000 from the City of Redlands. They also acknowledged the charity event gave away \$52,000 in donations from the 2018 event (we never heard about the 2019 donations). The Redlands City Council did approve Hangar 24's 2019 fee waiver request (as they had done years previous) but it was a squeaker. It was approved with a 3-2 vote of council members. The high dollar fee waivers for AirFest and other events in Redlands prompted the Redlands City Council to consider rules for event fee waivers for city services such as police patrols. The rules were not enacted, but the handwriting was on the wall. Hangar 24 may have had to pay for all or some of the costs for city services at future Airfest events at REI.

Airfest has always been a controversial event with REI airport tenants. In 2014 all hangars were fenced off by a temporary 6-foot fence to prevent tenants from violating the AirFest show line. The fences kept tenants out of their hangars for days. The loss of use of the airport and impact to operations were not helped by the questionable charity elements of the AirFest event. Hangar 24 made many changes to the event after 2014 to make the event more palatable to our airport community. It helped too, as many REI tenants did enjoy the airshow and the Hangar 24 beer. Hangar 24 has sponsored the AirFest event for 7 years at REI and had a prior presence as a beer vendor at airshows organized by the REI airport community.

On Monday March 16th, air show leaders from Hangar 24 and the San Bernardino International Airport met and decided to cancel the Hangar 24 SBD AirFest, scheduled for May 30 and 31, 2020 over COVID -19 concerns. Reasons cited include:

- The US Air Force has cancelled all their airshow demonstration teams through May 15th, 2020. There were fears the cancelations could extend beyond that date. The US Air Force F-35 demonstration team was scheduled to perform at the event.

- Governor Newsom has closed many establishments (dine-in restaurants, fitness centers, breweries, etc.)
- Meetings or social settings of 10 or more people are discouraged.
- The Health Department is not currently issuing permits for large events “until further notice.”

Catherine ‘Cat’ Pritchett, Director of Administration for the San Bernardino International Airport Authority, shared in a written statement, “As excited as we were for the opportunity to organize a show together in 2020, the well-being of our team and our partners is our top priority.” Cat continued, “When the time is right, we will get our team back to the table to plan an air show for 2021 that will be like no-other.”

REI Public Lobby Phase 1 Renovations are Completed!

The first phase of the lobby renovation is completed. The computer and large monitor are working. Please follow the instructions posted to use the computer. The TV on the east wall is functioning along with music and broadcasts of the REI common traffic advisory frequency (CTAF). There are two volume controls located near the southwest corner of the lobby and they can be used to set the volume of the music and CTAF broadcasts both inside and outside of the lobby.

The lobby is getting some use too. It’s not uncommon to see CFI’s and students using the space. It’s been also been getting used for many meetings such as FAASTeam meetings, FBO meetings, RAA and EAA 845 meetings. We also see quite a few members of the public coming down to watch airplanes too. Making the lobby a more inviting space was a goal to help increase activity at REI and get community visibility of our airport and general aviation.

Some challenges at the lobby still exist. Jim Ott and Carl Shaffer have shared there have been people stealing toilet paper and paper towels from the restrooms. Please report any suspicious activity of this nature. Some of the furniture is showing wear and damage already. Some of the chairs and couches have legs that are already bent. These will require some attention. Outdoor lights are also a challenge to get fixed. Currently a patio fixture and the stadium lights on the n/w corner are not working. The lobby bathrooms are rundown and not kept very clean. In 2018 former airport supervisor Will Hamilton stated a second phase project to renovate the lobby restrooms was planned. Hopefully that improvement will not be forgotten.

Please help keep the airport lobby clean and presentable. If you move furniture for a meeting, please put it back. Clean up any mess or spills you make. There are no cleaning crews that comes in daily to clean the lobby. With your help we can keep the lobby looking good for all to enjoy!

Note: Following Gov. Gavin Newsom’s March 19 order that California residents remain at home, non-public health and safety services provided by the City of Redlands will be curtailed until further notice. All city offices and facilities including the REI Public Lobby will be closed to the general public at least through the end of April.

FAA Safety Team (FAASTeam) Volunteers Conduct Safety Seminars at REI

The FAASTeam is the educational outreach arm of the FAA. They offer various activities, seminars and webinars to pilots and aviation maintenance technicians to promote general aviation (GA) safety. FAA FAASTeam Program Managers based at Flight Standard District locations with the help of volunteers promote aviation safety by holding educational seminars with the GA community on various topics. You can learn all about the FAA Safety Team at: www.faasafety.gov

We haven't had a FAASTeam seminar at REI for a couple of years. It's not the FAA's fault either. Our local FAASTeam Program Manager, Dr. Paul Foster is always willing to promote aviation safety through a local seminar. But the seminars are usually presented by volunteers that are designated as FAASTeam representatives. We just haven't had any volunteers that have recently offered to conduct a FAASTeam seminar. So, it was very welcome when two FAASTeam representative volunteers offered to conduct seminars for our pilot community in February. The seminars were held on February 15th and 22nd in the REI Public Lobby.

On February 15th, Terry Hansen, a Sr. Airspace Engagement Specialist for the USMC presented a FAASTeam seminar entitled **"Mid-Air Collision Avoidance (MACA)"** Terry reviewed military aviation operations in our area, the different types of Special Use Airspace (SUA) and the safest way to fly in the vicinity of military training. He also discussed the controlled firing areas (CFA) and why the Marine Corps has established one west of the Twenty-Nine Palms restricted area, R-2501. The proposed expansion of restricted areas on the west side of R-2501 was also discussed.



On February 22nd, RAA member, Dr. Joe Scarcella, CFI, DPE and owner of Joe Scarcella Aviation presented a FAASTeam seminar entitled **"How did that hill get up here"** This seminar focused on some of the safety considerations pilots should consider when flying in mountainous areas.

Both seminars were well attended and enjoyed by REI and transient pilots. A big thank you to Joe and Terry for taking the time to present to the local pilot community and for promoting GA safety!



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, but sometimes meet at our REI public lobby. 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:

January 8 – This meeting was scheduled at the airport lobby to facilitate a presentation by Terry Hansen, a Sr. Airspace Engagement Specialist for the USMC. Terry's presentation focused on a future proposed expansion of restricted areas on the west side of the restricted area (R-2501) for the Marine Corps Air Combat Center Twentynine Palms. The meeting was scheduled at the airport lobby by airport supervisor Carl Shafer to facilitate attendance of the pilot community at the airport. There was a decent turnout of pilots, but unfortunately there were not the requisite number of AAB members (4) present to conduct the meeting. So, the meeting time was utilized to facilitate Terry Hansen's presentation.

February 5- Hangar 24 owner Ben Cook announced Hangar 24 Airfest will move to San Bernardino Airport this year. Ted Gablin, RAA President, asked for the boards support by recommending the assistance of the Redlands Police Department to enforce the ordinance cited by Chris Boatman that stipulates zoning in the City does not permit landing paragliders on private property. He also reminded all, the City can also cite the landing site property owner for not taking any action to prevent this activity. Catherine Pritchett, a new AAB board member, was in attendance and introduced to all.

Airport Supervisor, Carl Shaffer, provided information on the proposed Santa Ana River Habitat Conservation Plan and its impacts to the airport and City property. He reviewed city comments on the proposed plan and next steps. Carl also provided an update on various airport maintenance projects. The board spent considerable time reviewing some proposed capital projects that should be investigated for FAA and CalTrans grant funding.

March 4 – This meeting was held at the airport public lobby. Airport Supervisor and AAB Liaison introduced some new employees at the City of Redlands. These included **Rudolph S. Chow, P.E.** Director/City Engineer, Municipal Utilities & Engineering and City Manager, **Charles M. Duggan, Jr.**

RAA President, Ted Gablin provided public comments about a recent settlement of \$835K the city reached with the principals with Diversified Pacific Development. That settlement is in addition to the \$235K which was charged to the airport budget in 2016 for city expenses to defend Diversified's residential development near the airport. Ted stated, in total, the City expended over \$ 1 million of taxpayer monies to support a residential development that should not have been approved because of airport noise and overflight concerns. This financial waste was cited as a reason why the City has insufficient money to fund necessary airport improvements such as a wash rack.

Carl Shaffer reviewed a power point presentation on airport performance metrics that will be presented to Redlands City Council. It included information on the airport budget, a kiosk and directory project, and 6 capital projects being considered for grant applications. Updates were also provided on the February 14 airspace meeting between the pilot community, the FAA and the paraglider community and board efforts to update the airport municipal code. The code revisions are scheduled to be reviewed by Redlands City Council in April.

Redlands Airport Spring Fling 2020 Postponed

With consideration of the current events involving the COVID -19 pandemic, we have decided to postpone the Redlands Airport Spring Fling event. We are tentatively planning to reschedule this event to June 13, 2020. This is the EAA's annual International Young Eagles Day. Please mark your calendars.

We may change the event name. June 13th is almost summer! That said, plans for the rescheduled event will remain the same. RAA volunteers will serve a great pancake breakfast in support of EAA Chapter 845's Young Eagle flights. Breakfast is \$7 and will be served from 7:30 – 10:30.

We will also hold the flour bombing contest. This competition really got a few pilots excited last year. Please see the photos of the Spring Fling 2019 on the next page. We will start the contest at approximately 8:30. The contest is for fixed wing aircraft only. Participants are required to have a 2-man crew, a pilot & bombardier. Each team will make two passes over the runway and will use the official flour bombs to hit the target. The final score is the best of the two passes. The crew that gets the closest to the target wins. Here is a link to the [contest rules](#). All participants must attend the mandatory safety briefing at 8:15 am and sign [a release of liability](#). The entry fee with breakfast is \$20, \$15 if you are dieting (why would you do that?). Aircraft Spruce gift cards will be awarded to each of the winning crews. First place, \$100, second \$50 & third place \$25.

This is going to be a fun and busy morning. In order to make it work, we will need volunteers. The RAA will need help to cook breakfast and manage the contest. If you are interested in helping out contact RAA president Ted Gablin via email at Redlands.airport.association@gmail.com. EAA 845 will need help with flying Young Eagles. International Young Eagles day is the biggest young Eagles event and we should have many kids looking to experience their first plane ride. If you haven't flown young eagles, it's a great opportunity to inspire aviation interest in a young person. There are some requirements to fly Young Eagles including an online background check (it takes a couple of weeks). If you are interested, you can read about the requirements on the EAA website at this link: <https://www.eaa.org/eaayouth/free-ye-flights/ye-volunteers>. If you can't fly kids, EAA 845 can use help with administrative support too. If you are interested in volunteering you should contact our EAA Chapter 845 president, Bill Ingraham at: flydpiper@gmail.com. Young Eagles pilots and volunteers eat free (but we do accept donations).

Let's all hope we get the virus behind us soon so we can enjoy some good airport comradery, a great breakfast and a good time.

Redlands Airport Spring Fling 2019





How Senate Bill 205 Will Affect REI Businesses and Tenants

By RAA Treasurer, Phil Ensley

Senate Bill 205 (SB205) is a new California State law (effective January 1, 2020), which addresses the issues of stormwater pollution that remain unregulated by California's clean water laws. SB205, requires a business or person applying for a new/initial business license or a renewal business license to provide their Standard Industrial Classification (SIC) Code. You can find the SIC Code for your business on the U.S. Department of Labor website using the following link: [U.S. Department of Labor SIC Code System Search](#) The descriptions don't exactly match the business types we see at REI. You just need to search for yours with keywords such as airplane or airport. Pick one that is close.

Businesses with a regulated SIC Code (such as aircraft repair shops), processes and/or activities that have the potential to pollute stormwater, will be required to demonstrate compliance with the National Pollutant Discharge Elimination System (NPDES) Stormwater Industrial General Permit (IGP). When they do this, they get an ID number. They can also comply if they can prove they don't discharge into the storm water system as they will also get a specific ID number.

We learned about SB205 when a couple of businesses at REI went to renew their business licenses. Of course, the puzzled proprietors had no previous knowledge of SB205. One of the business owners contacted the California Storm Water Regional Control Board to understand how they could prove they do not discharge into the stormwater system. That adventure resulted in an expense of approximately \$1,100 for an engineer's certification and another \$200 for an annual permit. The other business owner contacted our airport supervisor Bruce Shaffer with his questions about the process to obtain a business license renewal.

Mr. Shaffer recognized this situation was going to be an issue for all businesses at the airport, so he set up a meeting with someone at the city who was familiar with SB205 and invited REI airport businesses. The meeting was held at the airport on February 18th.

In the meeting, the Redlands Regulatory Compliance Officer, Shannon Simmers, went over SB205 and reviewed areas where compliance at the airport would come into question. Shannon spent most of the meeting discussing airport issues she has observed. She made available numerous handouts on how businesses that perform car repair, car/equipment washing, and liquid storage can comply. These requirements would be the same for aircraft. She reviewed the following:

- There are special permit requirements for businesses with over 100 gallons of certain chemicals/oils, fuels, and solvents.
- Oil on the ground that can get washed into the storm drain system is a big no-no. It will need to be cleaned up, or the area must be covered with a roof.
- The need for businesses that deal with oil, fuel, and solvents should have some type of spill kit (kitty litter)
- The City will investigate setting up a collectable container on the airport for oily rags, dirty kitty litter or other contaminated waste.
- Owners cannot allow dirty wash water resulting from washing aircraft enter the storm drains or accumulate on the pavement. Hoses outside of hangars are a red flag for State inspectors and should be picked up
- **City and State officials can and will do weekend inspections at the airport.**

One of the positives that came out of the meeting was that it would be acceptable for existing airport businesses to use the City's Waste Discharge Identification Number (WDID) to get their business license renewed and to comply with the National Pollutant Discharge Elimination System (NPDES) Stormwater Industrial General Permit (IGP). This will save the

businesses the annual permit fee (approx. \$200) and the expense associated with demonstrating compliance. The city agreed to do this since they are responsible for the airport and regulatory compliance.

Of course, the biggest issue that came out of the meeting is the ban on aircraft washing by traditional method. We have heard this issue before from previous city officials, but as a result of SB205 there will be renewed focus on compliance. This issue is not something specific for REI. The issue exists at all other airports around us unless they have a wash rack.

Chances of us getting a wash rack at our airport are very slim because of the expense. We have heard a wash rack can cost more than \$200k. We have been told FAA and Caltrans grant money is not usually available to pay for this type of airport improvement. We also know the City does not have any current plans to fund this improvement.

The RAA contacted a national chain that does aircraft detailing. They do dry wash in most locations because of the environmental requirements. It can be expensive to have a company come out to dry wash your single engine plane, but Aircraft Spruce has the materials and some videos to do it yourself. It would work fine for an aircraft that is in a hangar, but probably not for one parked outside on a tie down.



There are containment mats available on Amazon for owners that wish to wash an aircraft with water. They are designed to prevent dirty wash water and contaminants from running into storm drains or on the pavement. The mats are made with dimensions for cars and trucks, so they would be difficult to use. The dirty wash water would need to be vacuumed up and dumped into the sewer or absorbed with pads that can be disposed. The mats are expensive too!

The RAA will continue to work with the City to get a wash rack built at REI. The FAA requires all aircraft to be washed as part of the annual inspections, so airport users are faced with investigating using creative methods to get their aircraft washed for inspection. Some may choose to base their aircraft at other airports because REI does not have the necessary infrastructure to support aircraft washing. The City of Redlands may inadvertently chase away airport business at REI because of not having a wash rack.

What else can you do to help keep us out of regulatory trouble?

- Clean up all spills
- Keep dumpsters closed
- Don't leave hoses connected to hose bibs. They are a flag for compliance inspectors
- Keep ramp areas free of debris
- Try and do maintenance inside of hangars if you can.

The regulatory challenges we face at the airport are not going away. We do live in California and it's just a tough place to do business because of the environmental focus. We will keep all advised on this important issue.

Proposed Santa Ana River Habitat Conservation Plan & REI

By RAA President, Ted Gablin

US Fish & Game and San Bernardino Valley Water Conservation District have developed a Habitat Conservation Plan (HCP) plan to dedicate some of the wash property north of the airport for habitat for various endangered insects, birds, plants and reptiles that inhabit the Santa Ana River wash. You can read about the plan at this link: <http://www.uppersarhcp.com/>

The draft plan has been in the works for over 20 years. There have been public meetings about the plan. Cities bordering the plan area (including the City of Redlands). have been asked for comment. Fortunately, our new airport supervisor was asked to review the plan early this year and he noted the agencies planning the HCP included airport property on the north side of the runway and city property on the south side of the wash in their plan for conservancy. It's not clear if the encroachment onto private property is a mistake by the HCP developers. But one wonders about the impact to the airport had the encroachment not been noticed by our airport supervisor. This could have ended just like the Citrus reservoir project just east of the airport. In case you were not aware, City employees involved with the reservoir planning did not object to the reservoirs location and potential to attract wildlife to the detriment of the airport.

Just because the encroachment has been noticed doesn't mean it will get corrected. We are hearing the FAA is really upset about this encroachment. The FAA does not like conservation land on, or near, airports. The FAA has the authority to take back or stop giving grant money if they believe that land would impact the airports ability to be sustained. As the proposed HCP has the potential to create issues by limiting development and operations of our airport, the City of Redlands, the RAA and Calpilots have written letters to try to get the boundaries changed. A copy of the RAA letter is included with this article. Carl Schaffer is meeting in March with Fish & Wildlife to discuss the proposed HCP. The goal is to try get them to truly understand the implications about what the habitat would mean to the City of Redlands. We will keep all advised on this issue.



Chapter of California Pilots Association
1745 Sessums Dr. Ste. 1
Redlands CA. 92374-1907

1/22/20

Karin Cleary-Rose
Santa Ana River Wash Project
Palm Springs Fish and Wildlife Service Office
777 E. Tahquitz Canyon Way, Suite 208,
Palm Springs, CA 92262

Subject: Redlands Airport Association (RAA) Comments Regarding the Proposed Upper Santa Ana River Habitat Conservation Plan (HCP) and Draft Environmental Impact Statement (EIS) San Bernardino County, CA FWS-R8-ES-2019-N111; FXES11140000-189-FF08E00000

Dear Karin Cleary-Rose:

We have reviewed the Draft EIS associated with the Proposed Upper Santa Ana River HCP. We are concerned regarding its impact on Redlands Municipal Airport (REI) and offer the following comments.

The HCP boundaries appear to include property within REI. This property belongs to the City of Redlands. We are also aware the City of Redlands does not want this property included in the HCP.

The RAA shares the same concerns as the City of Redlands about the proposed HCP as it relates to the airport. We do not believe the property associated with Redlands Municipal Airport should be included in the HCP. **We are requesting the northern boundary of the HCP be changed to the northern boundary of Redlands Municipal Airport for the following reasons.**

- The REI Airport Master Plan and Airport Layout Plan include future improvements on the north side of REI's runway. They also include plans for a runway extension. These proposed plans are well documented with Caltrans Division of Aeronautics and the Federal Aviation Administration. The costs and challenges associated with developing these improvements inside of the proposed HCP area may make them impractical to construct.
- The future improvements identified in the REI airport master plan will contribute economic benefit to the airport enterprise fund. Any development limitations created by the proposed HCP boundaries within the airport could reduce potential development related revenue. This could make the cost of operating the airport an economic burden for the City of Redlands.

REI users have coexisted with the Santa Ana River environment since the airport was founded in 1947. We believe the Santa Ana Wash area to the north of the airport is a great buffer for aircraft noise and overflight. REI users have also had to deal with the wildlife impacts associated with the Santa Ana wash area. **We do believe that the creation of the HCP should include the development of an FAA approved Wildlife Hazard Mitigation Plan to mitigate any associated wildlife hazard impacts on aircraft operating at REI.**

REI users have coexisted with the Santa Ana River environment since the airport was founded in 1947. We believe the Santa Ana Wash area to the north of the airport is a great buffer for aircraft noise and overflight. REI users have also had to deal with the wildlife impacts associated with the Santa Ana wash area. We do believe that the creation of the HCP should include the development of an FAA approved Wildlife Hazard Mitigation Plan to mitigate any associated wildlife hazard impacts on aircraft operating at REI.



Chapter of California Pilots Association
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The City of Redlands purchased REI in 1962 from private owners. Since that time, it has grown responsibly to serve the aviation needs of Redlands and the surrounding communities. There are approximately 220 aircraft based at REI. The airport facilitates about 60,000 annual operations from visitors, business and personal travel, recreational flights, flight training activities, air ambulance operations and firefighting activities.

The flight training activities at the airport are significant and provide valuable training to the next generation of pilots. The airport is also part of US National Plan of Integrated Airport Systems and will be used to facilitate emergency air support to the community during civil emergencies.

The airport generates about \$5 million a year in revenue. There are approximately 50 people employed at the airport and is estimated to support another 1500 jobs. REI's net worth to the community (Land Buildings and Revenue) were recently estimated to be \$80,000,000. **The RAA believes the economic and societal impacts of the proposed HCP to REI should be thoroughly considered before implementation.**

The RAA represents users and friends of Redlands Airport. We are a Chapter of the California Pilots Association, and many of our members are members of the Aircraft Owners and Pilots Association. If you have questions or need more details relating to our concerns about protecting our airport, please contact me at 909-557-5292

Sincerely,

Theodore J. Gablin
President, Redlands Airport Association
Chapter of California Pilots Association
Redlands.airport.association@gmail.com
909-557-5292

CC.

Carol Ford, President, California Pilots Association
Melissa McCaffrey, Aircraft Owners and Pilots Association
Carl Bruce Shaffer, City of Redlands

Safety is not an Accident

By RAA Director, Clif Hoover

For an unspecified period of time, there has been a conflict between unpowered paragliders, fixed-wing aircraft, and rotorcraft at, and near, Redlands Municipal Airport. In the last year, paraglider activity has increased through the Redlands Municipal Airport airspace, eventually landing on the airport and at, or near, Hangar 24 Brewery. In May 2019, before the Airport Advisory Board, the City indicated that anyone landing on Redlands private property would receive a citation, and the paragliders were asked to cease and desist. However, it is possible that the City of Redlands may not have a Municipal Code dealing with this activity, as the airspace conflicts have continued. The Airport Manager has indicated that he will look into the City of Redlands Municipal Code as it applies to this.

The new Redlands Municipal Airport Manager, Carl Shaffer, invited the FAA to an ad hoc meeting on February 14, 2020 in the lobby of the Airport. In attendance were the Airport Manager, Carl Shaffer, and three representatives from the Riverside Flight Standards District Office: Nelson Sanchez-Safety Inspector, Dr. Paul Foster-FAAST Team Program Manager, and Anthony Wood-Operations Front Line Manager. This meeting was hosted by the City of Redlands. The purpose of this meeting was to create a safe environment around Redlands Municipal Airport that would include the operations of many different categories of aircraft. It is important to remember that the airspace in which Redlands Airport operates is uncontrolled airspace.



Although the meeting began in a contentious manner, all parties settled into a mindset of cooperation and commitment, determined to create a safe operational plan. In the Preamble to FAR 103, it states, "These rules for ultralight vehicles are

needed to achieve an acceptable level of air safety by reducing potential conflicts.” The FAA states, that “The ultralight community assumes the initiative for the development of these important safety programs.”

The standard rule for operational safety is “See and Avoid,” therefore, it is the pilot’s responsibility in uncontrolled airspace to maintain separation and safe operations. With this in mind, those in attendance were reminded that the rules are during all flight operations; “One must think and ask themselves:” 1) Is it Safe? 2) Is it Legal? 3) Are you Considerate of Others?

The challenge of this joint ad hoc committee was to create a safe working operational plan. At issue, are the unpowered flights by paragliders through the Redlands Airport environment landing south of the Airport. It has been suggested that a bipartisan committee be formed to construct an agreement that will put this plan in writing. As of this writing, the agreement is that the paragliders are to cross midfield, from north to south, at 500 feet or more above the traffic pattern altitude, and at or greater than 3,000 feet MSL or 1,500 feet above AGL. It was suggested and discussed that the paragliders carry a hand-held transmitter and position report. Joe Holland and a few others offered to help the paragliders with their transmissions. It was also suggested that the paraglider community contact the Redlands Airport Manager and inform him in advance of launching. The Airport Manager would then include this information on the Airport Advisory Frequency. Another suggestion was that fixed-winged operators turn on their landing lights while in the Airport environment. It was agreed that all stakeholders will assume the responsibility of notifying their membership of these changes.

Of significant importance, the recognition by all stakeholders that San Bernardino Airport will be increasing the operations of large jet aircraft that will be passing through this corridor and landing at San Bernardino Airport. The fixed-wing and paraglider communities will have to conscientiously follow the operations at San Bernardino Airport.

The next step, in this process, is for all interested stakeholders to meet and finalize these agreements. The paraglider community is to submit a map detailing their flight operations in advance of this meeting. This meeting will be created by the Redlands Airport Manager and more information will be announced. Finally, as we are all working to make the airspace around Redlands Municipal Airport safe for all operations, violations of this agreement and near-miss occurrences should be reported to the Airport Manager who will make a log entry and keep track of this information for future reference.

The Redlands Airport Manager, Carl Shaffer, stated that although the final agreement is a work in progress, paragliders are to begin crossing midfield at or above 500 feet above the traffic pattern altitude, immediately. Therefore, all fixed-winged operators should be aware and vigilantly undertake “See and Avoid” practices at or near Redlands Municipal Airport.

The Redlands Airport Manager, Carl Shaffer, also outlined “The Way Forward,” specifying the Airport Manager’s future action plan.

1. Develop a procedure for safe airspace usage
2. Investigate paragliders landing on the Airport
3. Update the Airport Municipal Code with the City of Redlands
4. Coordinate air traffic pattern design
5. Monitor the common traffic advisory frequency

All stakeholders have to recognize that we cannot act unsafely or illegally in the present and apologize for it later.

Valley College Recognizes Dr. Javed Siddiqi's Beech Duke Donation

By RAA Secretary Cindy Gablin

San Bernardino Valley College (SBVC) Aeronautics department has 5 complete aircraft used as teaching aids by the Aeronautics faculty. These aircraft are used to instruct students enrolled in aviation maintenance and flight operations classes. The aircraft are invaluable for teaching the necessary hands on skills associated with the curriculum. They are used to teach concepts and skills such as basic aerodynamic theory, aircraft structures, maintenance inspection techniques, engine run-ups, engine compression tests, magneto timing and landing gear "swings".



Pinky Brier at Tri-City Airport

SBVC's existing twin engine aircraft, a Beechcraft B-50 was built in 1954. It was donated to SBVC by Pinky and Joe Brier. The Briers were local aviation legends. They owned Tri-City Airport in San Bernardino for forty years. Their privately owned, 270-acre public use airport closed in 1978 and the property sold for the existing Hospitality Lane development. Both Pinky and Joe recognized the aviation education needs fulfilled by San Bernardino Valley College Aeronautics programs. Sometime prior to the closure of Tri City airport, they donated their Beechcraft B-50 to SBVC knowing it would be put to good use. Rumor has it that Pinky flew it to the campus and landed on what is now the athletic field.

Time has taken its toll on the Brier's donation. The B-50 is plagued with corrosion issues, does not have any modern systems and does not have any avionics. Parts are difficult if not impossible to obtain. It has served Valley College well, but unfortunately, its days are numbered. The SBVC Aeronautics Department desperately had a need to replace the old Beech.

Dr. Javed Siddiqi, a longtime private pilot at Redlands Airport initially contacted the aeronautics department late in 2017 about donating his 1978 Beechcraft B-60, Duke. He purchased the aircraft in 2006 and it just wasn't being used. The aircraft was hangered at Redlands Municipal Airport and was very well cared for. It was also very well equipped with modern systems, navigation and communication equipment. Some airworthy examples of this type of aircraft had values of approximately \$200k.

He initially tried to sell the aircraft but after some discussion with faculty he knew from the Redlands airport community, he considered donating it to SBVC. He was invited to take a tour of the San Bernardino Valley College Aeronautics department in September 2018. Dr Siddiqi was impressed. He wanted his aircraft donation to have value. He wanted his aircraft to go to an institution where it would be cared for and serve a useful purpose, training future aviation maintenance technicians and pilots. Shortly after the tour he agreed to donate this beautiful aircraft to SBVC.

Getting the aircraft to SBVC presented challenges. The aircraft has a 40' wingspan. Aeronautics faculty members considered disassembling the aircraft to facilitate its transport from Redlands Airport to SBVC. This would not be an easy job, as both engines would need to be removed and many systems would need to be disassembled to facilitate removal of the wings. The disassembly and reassembly of this complicated aircraft were far beyond the scope of any student project. It would take a few hundred hours of labor by professionals and cost thousands of dollars to move the aircraft in this manner.

The aeronautics faculty decided to tow the aircraft, intact, the 11 miles to the college. After all, they did tow a space shuttle through the streets of LA after it was retired from service. It was quite challenging as the route was within the jurisdiction of four agencies, required hiring a contractor specializing in transporting aircraft, and required many permits.

The process of determining the best way to move the aircraft, get funding to pay the contractor, and to acquire the permits took another fourteen months. The legal transfer of the aircraft to the college could not be facilitated until it was certain the aircraft could be moved to the campus. Dr. Siddiqi incurred additional expense during this period for storing and insuring the aircraft, not to mention extreme patience during this time.

On November 21, 2019, the aircraft was loaded on a trailer and was prepared for transport to SBVC. On November 26th, at midnight, the aircraft was towed out of Redlands Municipal Airport by the contractor. Dr. Siddiqi joined the caravan towing his aircraft with a CHP escort to SBVC campus. He wanted to see his beloved aircraft go to its new home. Other than some startled onlookers viewing an aircraft towed through downtown San Bernardino in the early morning hours, the move went flawlessly. It took just an hour to get the plane to the campus. At dawn, a crane arrived and lifted the aircraft over a wall to the SBVC aeronautics ramp.

Dr. Siddiqi certainly recognizes the importance of an education. As a doctor and noted neurosurgeon he has spent a large portion of his life in educational facilities. He has a passion for aviation too. On February 6, 2020, San Bernardino Valley College held a Donation Recognition Ceremony for Dr. Javed Siddiqi in recognition of the wonderful gift of his 1978 Beechcraft Duke to SBVC. Diana Rodriguez, President of San Bernardino Valley College, gave a speech and expressed much gratitude to Dr. Siddiqi who decided to share his passion and personal ethic about career education by making this gift of his. Also, in attendance was interim Dean of the Aeronautics Department, Patricia Quach, the Aeronautics Faculty and Students. Dr. Siddiqi was joined by his family along with some of his airport family who enjoyed a light lunch provided by the students of the Culinary Arts Division of SBVC.



Dr. Siddiqi's 1978 Beech B-60 Duke will serve as a valuable training tool for years as part of SBVC's efforts to train the next generation of aviation maintenance professionals and future pilots. Thank you, Dr. Siddiqi!

The Airspace is Getting Crowded at REI

By RAA Safety Officer, Dennis Brown

This year will see an increase in complexity of the airspace that overlies and is adjacent to KREI.

Overflight by drones, escorted by chase planes, launched from March ARB are a daily occurrence now. The addition of several new flight schools will be supplementary to the considerable traffic now at KREI. UPS, FedEx, Prime Air, and others are constructing facilities at SBD and will be increasing flights into and out of San Bernardino International Airport.

There will be new arrival procedures that will impact the airspace at Redlands Municipal Airport by overflight in the Class E and transitioning to the Class D at SBD. Plans to increase helicopter operations are in the works to include the construction of additional ground support facilities at Redlands. Additional pressures to make use of the airspace have been exerted by the parasail community. There are changes to MOA and Restricted Areas in the desert.

All of these items are being addressed by various agencies and regulatory departments. ALL of them will affect your flying.

The changes that are coming are inevitable, some are palatable, some are not. But they are coming. Political pressures, money, vested interest and time are driving these augmentations. Whatever the decisions and outcomes of each of these, you will have some input. Take advantage of gatherings, meetings, government reviews, FAA seminars and items you can vote on to protect our general aviation.

Now, let's examine the ways we can operate safely in this changing environment. **STAY INFORMED!** The very worst thing you can do is ignore the change. Operating with the attitude that ignorance is bliss could lead to a hazardous situation. Keep up to date charts in your flight bag. Use one of the many aviation apps that promote situational awareness (X-wing, Foreflight, Garman Pilot, etc.). This will help you identify airspace and controlling agencies to make transitions flawless. Coupled with GPS you can identify traffic location and altitude above or below your elevation. Even with radar flight following, there has never been more information available to the pilot than now. These platforms offer situational orientation, traffic awareness, airport information, frequencies, weather, NOTAM's, TFRs, FBO and support contact information, and they can be updated each time you use them.

What is wonderful here in the future (if I were to look ahead from the day I started flying in 1967), is that no one has to stumble into airspace unknown to them, or be at a loss for the weather, or squint at the small print on a chart trying to get a frequency or elevation. You can look at your electronic device and blow up (magnify) the detail on the chart.

The catch here is, only if you use it.



Stay safe, stay happy, keep flying.....

New Ratings and Endorsements Earned at REI***Mitchell Navarette***

Soloed N2867U on 1/1/20

Blue Raven Aviation

***Robert Arther***

Soloed N2867U on 1-11-20

Blue Raven Aviation



RAA Membership & Dues

Membership dues are used to promote our airport and general aviation. **All of it** gets used for fun events and expenses. 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

LEARN TO FLY

CURIOUS HOW AIRPLANES FLY?

INTERESTED IN RIDING IN A SMALL AIRPLANE?

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



Contact our instructors:

Dave Casillas
951-233-5054
dcasillas@valleycollege.edu

Larry Rice
lrice@valleycollege.edu



San Bernardino
Valley College



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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

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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.

Redlands Airport Spring Fling- June 13, 2020 7:30 am – 11:00 am

Tender Care for Kids Airport Tour June 16, 2020 10am -12 pm

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.

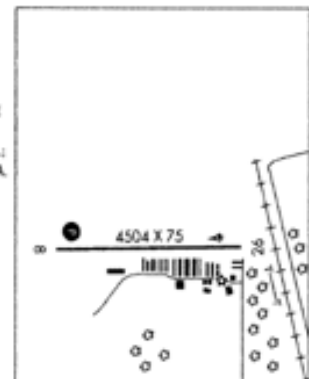
About Our Organization...

"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 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/UNICOM 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-41, 7C, A
JAP



Not for Navigation