

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.

Highlights:

Observations	1
Airport Updates	2
COVID & REI Businesses	6
FAA Grants at REI	9
Air Races Cancelled	12
REI T-Shirts a Big Hit	13
AmazonSmile & RAA	14
CalPilots Message	15
Safety	16
and more....	

Observations & Comments

By RAA President Ted Gablin

As we all know, not everyone based at REI is a Redlands resident. But, since the City of Redlands owns REI it would behoove all of us to stay on top of issues in Redlands that could impact our airport. With that in mind, the recent budget issues at the City of Redlands should concern all of us.

In early May, Redlands announced a \$15.7 million budget shortfall. They cited it was due to the loss of sales tax revenue resulting from the COVID-19 pandemic. So, they are cutting 62 positions, services, and other spending. The City also announced they would close the shortfall by making cuts to police, fire, the animal shelter, and the library. This caused a huge public outcry. Perhaps these areas targeted for budget cuts was a strategic move. Cuts to these services might help convince people to vote for a \$.01 sales tax increase on November 3rd. What does this have to do with REI?

An airport tenant asked me, on behalf of an inquiry from a Redlands resident angered by cuts to the Redlands library, why does the City have a \$400,000 expense in the budget for Redlands Airport. We all need to understand there are many people in Redlands that do not understand the value of their municipal airport. It is seen as a place for "rich boys with toys". This is not a good perception as it could lead to some effort to defund or close REI. We all should be on high alert when you hear questions like this!

I was able to explain to the airport tenant that REI does have a \$400K budget but it operates under an Enterprise Fund accounting model. This is something that is required by federal law. REI is fully supported by fees and tenant revenue generated on the airport and does not receive City General Fund monies. I was also able to share that during City budget discussions, Chris Boatman, the Director, Facilities and Community Services (they manage REI) publicly stated the airport is self-sufficient and covers its own expenses.

Baaaamm!

Advocating for our airport can be that simple if you have some knowledge of airport operations. It's really important for all of us to take the time to learn about things like the economic value of our airport, how many people it employs directly and indirectly, how much money it generates for the local economy and services it provides the community. One of the principles in the RAA Mission Statement is: "To communicate the airport's importance to the community". That is not the exclusive responsibility of the RAA Board of Directors. We need all our members to help in that regard. To do so, you need to spend some time learning about our airport and how it is operated. There are many resources available to you. We try to provide information about our airport as part of all RAA meetings and this newsletter. Our website also has considerable information, so does Cal Pilots and AOPA. Go to an Airport Advisor Board meeting. Please take the time to learn, so you too can be an advocate for REI!

Airport Updates

Redlands Airport Meetings/Events Cancelled as a Result of COVID-19

Redlands Airport Spring Fling - We have decided to cancel the Redlands Airport Spring Fling event. Our spring fling event supported EAA' Chapter 845's efforts to fly Young Eagles. Even with the pandemic winding down it will be some time before responsible parents will let their kids get into the small confines of a GA airplane.

We have had some preliminary discussions with EAA 845 about trying to have an event to support Young Eagles to coincide with National Aviation Day. National Aviation Day is 8-19-20 and falls on a Wednesday. There has been discussion about trying to hold a National Aviation Day event at REI on Saturday, 8-22-20. But, with the recent increase in COVID cases, holding an event at REI late August may be unlikely.

Tender Care for Kids Airport Visit – This airport visit by preschoolers was scheduled for June 16th. It was cancelled because of the pandemic. There has not been any discussion about rescheduling this visit. We have done a couple of these events at REI in the last few years. Ark Christian preschoolers and some special kids at Clement Middle School have enjoyed airport visits at REI. We will pursue inviting some future young aviators to REI again when kids can get into their classrooms again.

RAA May & June Meeting Held via Zoom Conference – The RAA March and April meetings were victims of the pandemic. It looked that way for the May and June meeting too, but technology came to the rescue. We held our last two monthly RAA meetings by Zoom conference. We had 15 attendees in May and 22 in June. The Zoom video conference worked out okay for the meeting. At the time of this update, the City of Redlands has not opened the lobby to the public. We are hoping it will be available to the RAA for our July meeting.

REI Not Included in the Final Upper Santa Ana River Wash Habitat Conservation Plan (HCP)

We wrote about this in the [March 2020 RAA Newsletter](#). This plan dedicates wash property north of the airport for habitat for various endangered insects, birds, plants, and reptiles that inhabit the wash. The proposed plan boundaries extended onto airport property and other land owned by the City of Redlands. The HCP was in the works for over 20 years and the City, the RAA and CalPilots believed it could create issues such as limiting future development and operations of REI. The City of Redlands, the RAA and Calpilots wrote letters to try to get the plan boundaries changed. Bruce Schaffer met with Fish & Wildlife in March to discuss the proposed HCP. All of this was to try and get plan sponsors to understand plan implications to REI.

We were notified on 6-24-20, the final version of the Upper Santa Ana River Wash HCP was issued. The final plan does not change plan boundaries associated with the airport. Almost 35 acres of the airport property are included within the HCP. But the plan does stipulate REI is not covered by the HCP. It further states the HCP "does not restrict the use, maintenance or future development of REI whether inside or outside the Wash Plan boundary".

We are glad the proposed plan was noticed and addressed by our airport supervisor, Bruce Shaffer. The letters produced by the City, RAA and Calpilots did seem to get the attention of the plan sponsor. The efforts have paid off since REI is not covered by the HCP, airport operations and future development will not be restricted by the plan.

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. They are also a good public forum for airport users to learn about the airport and to make the City aware of airport issues.

The AAB has not had any meetings this quarter. We assume it is due to the closure of City offices due to the pandemic. Except for the Redlands Planning Commission, it does not appear any of the City of Redlands boards or commissions have had meetings since mid-March. The Redlands City Council reviewed and approved some consent calendar agenda items pertaining to the AAB on 5-19-20. These included:

- The terms of Airport Advisory Board Members Renea Wickman and Deborah Forthun expired on May 1, 2020. Both volunteered to serve another term. The council approved Renea and Deborah to serve additional four-year terms ending May 1, 2024.
- The AAB annual report to the city was made at the May 19th council meeting. Undoubtedly the annual report was a victim of the pandemic, as it was placed on the agenda as a consent item. In years past, AAB chairs made these presentations at council meetings. A copy of the annual report is copied below.

**Airport Advisory Board
Annual Report to City Council
May 19, 2020**

2019-2020 Accomplishments

Board addressed airport community concerns over paragliders with staff and FAA, including discussions with local paraglider groups.

Board created a sub-committee to review the 5 Year Airport Capital Improvement Plan in order to update the priority project list recommendations for City Council review and approval.

Board reviewed and recommended to the City Council updated to the Redlands Municipal Code Chapter 12.56 related to the Airport.

Board reviewed and monitored the progression of the proposed instrument flight procedures for San Bernardino Airport developed by UPS.

Board Members assisted City Council and staff with hangar inspections to ensure aeronautical use of City facilities.

Board reviewed and recommended the Stuff a Plane special event in support of Toys for Tots.

2020 Goals

Maintain safe aviation environment

Promote aviation related business private and government

REI SuperAWOS Gets a Software Upgrade to Facilitate Traffic Alerts

On May 29th we were notified that REI tenants Joe Holland and Phil Starbuck installed a new software upgrade to our SuperAWOS. Joe and Phil have volunteered their time and technical expertise (they are really sharp guys if you haven't met them) to work with the manufacturer of the SuperAWOS, Potomac Aviation, to develop a "cutting edge" automated heavy traffic warning for UPS aircraft that may overfly REI on their way to San Bernardino Airport (SBD). This will help pilots in, or near the REI traffic pattern take the appropriate action to avoid the inbound heavy aircraft and the resulting wake turbulence. The City of Redlands has picked up the costs of the new hardware that was required for the upgrade.

The upgrade does not change the weather and radio check functionality of our SuperAWOS. When a UPS freighter is using the UPS developed RNAV or visual approach for Runway 24 at San Bernardino Airport (SBD), the aircraft will be programmed to send an ACARS (Aircraft Communications Addressing and Reporting System) message that will trigger the REI SuperAWOS to transmit a message over the REI CTAF frequency, 123.05. The message will state: "Redlands airport, advisory, possible IFR traffic Inbound ". This will happen approximately 14 Minutes prior to the ETA of the aircraft at SBD. It will be repeated every 3 minutes until A/C is on ground at SBD. This message will also be added to the standard weather check reply and radio check.

The programmed feature will not warn pilots of other aircraft in the pattern so please remain vigilant when operating in or near the REI traffic pattern. If you have a second radio, it's always a good idea to also monitor the tower frequency at SBD when you are in or near the REI traffic pattern to get situational awareness of traffic.

Currently, the new software is being tested, so it is possible to hear these transmissions without a UPS aircraft inbound to SBD. The testing is supposed to continue for a couple of weeks to determine if there are any issues. If you have comments or questions, please contact Joe Holland by email jholland55386@gmail.com A big thank you to Joe , Phil and the City of Redlands for collaborating on this important safety upgrade!

REI Gets Fresh Runway and Taxiway Stripping from CARES Act Funding

Airports in the US are benefitting from a \$10 billion FAA funding stimulus. 188 airports in California are receiving \$1 billion stimulus. The funding is part of the Trump administration's Coronavirus Aid, Relief and Economic Security (CARES) Act Airport Grant Program. The funding supports continued operations and lost revenue resulting from the sharp decline in business due to the COVID-19 public health emergency. The FAA press releases issued stated funds were available for airport capital expenditures, airport operating expenses including payroll and utilities, and airport debt payments.

REI's share of the stimulus was \$30k. Once the CARES grant process was operationalized, the FAA shared the money could only be used for "shovel ready" projects. A recent CalTrans field inspection of REI determined our field stripping was faded. So, REI Airport Supervisor Bruce Shaffer decided to use the \$30k for redoing our airport stripping. The Redlands City Council approved the project at the 6-2-20 council meeting. The stripping involved multiple runway closures between 9pm and 7am and was completed 6-9 through 6-13.

The striping project was filmed by the contractor, PCI, for promotional purposes with music. The video can be viewed at this link: [REI Restriping Project](#)

www.SUPERAWOS.com



RAA Website Gets Some New Features

The RAA website received a couple of additions that will help members and visitors to REI. New tabs were added for airport business listings and the almost live weather being reported by REI's SuperAWOS that is updated hourly. Check out the picture below for the new tabs. You can access the website at raacp.org

Redlands Airport Association

*Chapter of California Pilots Association
Your Source for Redlands Airport
Information*



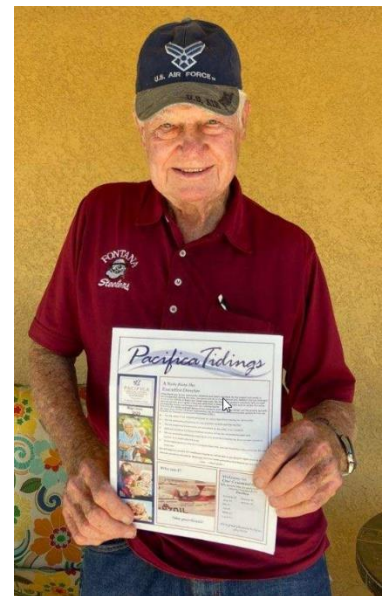
Update on RAA Member Gene Jozens

RAA member Gene Jozens has been noticeably absent from REI for a few months and we wanted to share a little about his status. Gene has many friends at REI and we are sure he is missed.

Gene is a retired high school teacher (38 years), a Korean War veteran and was an active GA pilot for many years. He volunteered his time with the Civil Air Patrol at CCB (Cable) for 30 years and was based at Miro Field, Rialto. He made the move to REI with many of the "Rialto Refugees" when Miro Field closed. He continued flying until a couple of years ago at REI, as a partner in a Piper Archer with Larry Rice. Gene was a tremendous help with RAA's Stuff a Plane with Toys for Tots event. He mobilized his Rialto Rotary contacts and collected more toys than any other donors. Gene just loves kids!

Gene is a current resident at Pacifica Senior Living, a memory care facility in Riverside CA. As residents of senior care facilities cannot have visitors due to the COVID-19 pandemic, it would be great if some of his friends could call or send him a note. His contact info is:

Gene Jozens
C/O Pacifica Senior Living
6280 Clay St.
Riverside CA. 92509
951-968-4233



How COVID 19 has Impacted REI Businesses

By RAA Board Members Cindy Gablin, Dennis Brown & Phil Ensley

At the May RAA leadership meeting, there was discussion on how the COVID-19 Pandemic has affected aviation. Most of the activities at the airport are classified as essential transportation sector businesses and were not required to be closed. That said, a business could decide to curtail activities or close if they did not want to risk exposure to their employees and customers. It is really tough to have 6 ft social distancing while giving instruction in a Cessna 152 or another small GA airplane. So, some flight training activities decreased. An article in AvWeb Flash recently stated the Pandemic has taken a financial toll to GA Flight Schools. Even as some of the businesses are opening, some instructors and students are leery about coming back at this time.

We decided to ask some of the businesses on the field at REI how they were affected. We also wanted to know what they have been doing and their future short-term plans at REI. A few of us took on the task to interview the businesses and ask them all the same three questions:

1. How has the Covid-19 pandemic affected your business?
2. What are your business plans in the next twelve months?
3. What do you think Redlands Airport needs to support your business?

Here's what our airport businesses shared:

Blue Raven Aviation - Responses by Jim Eshleman, interviewed by Cindy Gablin

1. The pandemic has reduced our student training workload and flight hours significantly. We have maintained our employment and maintenance operation as that requires only limited social contact. Our business has maintained itself through this time without assistance from State or Federal governments which have been largely ineffective for small business.
2. Blue Raven Aviation has invested significantly over the last 8 months to improve legacy facilities at the Redlands Airport and expand our fleet of training and rental aircraft. We are beginning an aggressive marketing campaign throughout Southern California and Southern Oregon to bring additional maintenance and training business to Redlands. We have recently added an FAA approved basic flight training device as well as a Piper Archer aircraft and will expand our integrated approach to flight training and aviation education. We are also opening an additional site at the Medford Airport in Southern Oregon and will be providing ground and flight training services through the Southern Oregon Air Academy as a training affiliate of Alaska Airlines and Horizon Air. We would like to expand the Southern Oregon Air Academy approach to our local school district and offer at least an Aviation Science elective course through the Redlands School district.
3. There are several discrete items that would improve the overall atmosphere and usability at Redlands Airport.
 - a. Operation of the fuel pumps continues to be spotty and has resulted in lesson and flight cancellations along with loss of revenue due to the inability to fuel aircraft.
 - b. Asphalt ramp surfaces are in decay resulting in FOD as well as increased vegetation growth on the airport grounds. This contributes to a poor overall condition of ramp areas and is not of an appropriate aviation standard.
 - c. Stricter enforcement of drive lanes and ground vehicle activity on ramp areas needs to be enforced. There have been several incidents of ground vehicle contact with aircraft, in some cases resulting in significant damage.
 - d. Increased availability of trash containers to allow users to dispose of trash more readily. Containers need to be covered and emptied regularly so trash does not overflow.

- e. Less critical would be an additional taxiway off the runway near the east (26) end.
- f. Painting or modernization of the rotating beacon tower would improve the image of the airport to the general public.
- g. VASI or PAPI system on runway 26.
- h. Addition of AWOS on discrete frequency to provide improved weather and situational awareness as well as decluttering the UNICOM frequency.
- i. High intensity lighting in the parking lot has been a great help and should be expanded.
- j. The bathroom on the east side of the Blue Raven Aviation hangar is not maintained and is not part of the Blue Raven Aviation facilities. Blue Raven Aviation is willing to contribute to the remodeling of this facility if a Unican lock is installed.
- k. Blue Raven Aviation plans to remove the covered drainage ditch on the east ramp near the hangar doors and replace with a drive over drain grate system to improve usability of the ramp as well as enhance safety. To date the City of Redlands has been conducive to this improvement. We hope that continues so the project can be implemented in an efficient and cost-effective manner.
- l. Increased general awareness and advertising coverage of the airport within the City of Redlands and surrounding areas.

NextGen Flight Academy – Responses by Brandon Martini, interviewed by Cindy Gablin

- 1. It has pretty much decimated my business in Redlands. We are still open by appointment only. I have already invested a lot of money updating and decorating the office, so I do not plan to just let it go. The business in Riverside is actually busier now than before the pandemic. Because of that, I have enough capital to sustain the business in Redlands and plan to keep it going.
- 2. I have applied for the FAA part 141 certification. I started that about 4 months ago, but it could take a couple years. For flight training, we have a Piper Cherokee 160 already at Redlands and plan to bring over a Piper Warrior in a couple weeks.
- 3. I feel Redlands is a nice quaint airport and has a good weather reporting system. I believe an airport café would be a great asset and bring more traffic into the airport. I also think there should be more events to draw the community to the airport. I am sorry to see Hangar 24 moving their AirFest to San Bernardino as that was a huge draw to the community.

Aero Tech Academy – Responses by Nobu Ezuka, interviewed by Dennis Brown

- 1. During the epidemic, the students in the states from Japan were isolated here. Their training continued and has been completed. When the restrictions were lifted, they returned to Japan. The next batch of students are still in lockdown in Japan. The business is now greatly reduced, until they can come to the United States.
- 2. We will have to wait to see if students will be allowed into the United States. The American and Japanese Embassies will have to work together to make this happen. The effect will be hard if we cannot import students. We may be able to take more U.S. students.
- 3. Continued use of the ramp space for students and coordination with the Fire and Police Department.

Joe Scarcella Aviation – Responses by Joe Scarcella, interviewed by Dennis Brown

- 1. The epidemic has affected our students progress, even though we are designated “essential”. Those that sheltered in place had an effect on our support for them, as well as our income.
- 2. We are going to work hard to honor our commitment to our students, moving them forward to certification. These are the future of aviation.

3. We need the City to help with promoting and highlighting the fact that our flight schools are open and doing business, recognizing that we stand ready to assist with training and assistance in the event of emergencies such as fire, earthquakes, and natural disasters.

Westwind Flying Club – Responses by Takashi Nishimura, interviewed by Phil Ensley

1. Business has been slower, but it has still been stable. Business has not been necessarily lost. In fact, on the maintenance side, there has been an uptick in business from different flight schools and companies. Due to a drop in flying due to COVID-19, companies have brought their aircraft in for maintenance since this is a good opportunity to do so and to be ready for post COVID flying increases.
2. The next 12 months will see an increase in business due to bringing in a Japanese flight instructor and direct advertising in Japan. The plan is to start bringing in Japanese students by springtime.
3. Something the airport can do to help the business is to have a wash rack built. There are two reasons for this, one, for normal maintenance purposes, as well as for the flying club, to keep the aircraft pristine for business.

Tony Higa Airshows – Responses by Tony Higa, interviewed by Phil Ensley

1. As far as the maintenance side, not much has changed, but for the air shows, obviously there have been no opportunities to fly. Though, for 4th of July he will be doing a flyover for the Lake Arrowhead community.
2. Tony hopes to continue his current maintenance schedule but hopes that everything in general gets back to normal eventually.
3. Tony would like to see a wash rack at the airport, as well as provisions for placing old oily rags and used oil filters in containment. Because the state of California is so environmentally conscious, it would definitely help his business as well as the other maintenance businesses properly dispose of rags and filters.

Anonymous Business Operator, interviewed by Dennis Brown

1. We have had to disinfect our aircraft, maintain all protocols to minimize the spread of the virus, and still maintain our contractual obligations. This has been very difficult with the economic slowdown.
2. We have no plans for changes, expansion, or acquisitions at this time.
3. We would like to see a wash rack for the airport. We would also like to see Federal Grant monies pursued through applications for Airport Improvements.



FAA AIP Grants at REI - Past and Present

By RAA President, Ted Gablin

The FAA Airport Improvement Program (AIP) provides grants to public agencies — and sometimes to private owners and entities — for the planning and development of public-use airports included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS includes public-use airports that are important to public transportation and contribute to the needs of civil aviation, national defense, and the Postal service. REI is part of the NPIAS.



Airport projects eligible for AIP grants include improvements enhancing airport safety, capacity, security, and environmental concerns. Airport sponsors can get AIP funds for most airfield capital improvements or rehabilitation projects and in some specific situations, for terminals, hangars, and non-aviation development. Certain professional services for eligible projects (such as planning, surveying, and design) can also be eligible. For general aviation airports, the grant covers 90 percent of the eligible costs. Additionally, in California, the project may qualify for Caltrans grants that pick-up another 5% of the project cost. So, an airport sponsor, like the City of Redlands, can get a \$1,000,000 airport project completed with an outlay of 5% (\$50,000). What a deal!

To be awarded a grant, the FAA must determine the projects are justified based on aeronautical demand. The project must also meet Federal environmental and procurement requirements. Projects related to airport operations or maintenance are not eligible for funding. Operational costs - such as salaries, equipment, and supplies - are also not eligible for AIP grants.

AIP grants are based on a five-year Airport Capital Improvement Program (ACIP) which is expected to mirror the capital plan in an airport's master plan or airport layout plan update. The first two years of an ACIP are expected to be a strong commitment by the airport sponsor, to complete any state or federal environmental reviews, and to adopt mitigation plans when required. If a project is approved for the FAA's current budget cycle (federal fiscal year) they expect it to be ready to bid on short notice — this includes all planning, environmental and engineering requirements.

The FAA awards grants based on the actual bids which creates a requirement to receive bids and submit the final grant application before awarding a contract to the successful bidder. Obviously, this necessitates a speedy turnaround of documents. The FAA's Airport District Office (ADO) can process grants quickly because the projects are known in advance and all necessary preliminary requirements have been completed.

ACIP grants are awarded pursuant to a national plan that includes (1) funds entitled by an airport and (2) funds that the FAA has the discretion to allocate to projects on a priority basis. The amount of funds a given airport is entitled to vary by airport type. General aviation airports like REI have received entitlements in the amount of \$150,000 in recent years. These entitlements are “banked” by the FAA to be used to fund the projects in the FAA approved ACIP discussed above. Any amounts not used within three years are removed from an airport’s entitlement total.

When a project exceeds an airport’s entitlement, the FAA may allocate some of its discretionary grant funds. Discretionary grant funds are allocated on a point system that takes into consideration a variety of factors such as long-term runway pavement needs and safety issues such as runway incursions. Obviously, discretionary funds can be difficult to acquire, and their availability has varied over the years.

Sponsors who accept AIP grants also must accept certain conditions and obligations. These obligations are called grant assurances. Why do we have grant assurances? They are designed to assure that the public interest in civil aviation will be served. That means to keep our airports safe, open, and accessible! They are also intended to protect the US taxpayers’ investment in an airport. Grant assurances require the airport sponsor to operate and maintain the airport in a safe and serviceable condition. Sponsors cannot grant exclusive rights, they must mitigate hazards to airspace, and must use airport revenue properly. The term of these grant assurances are 20 years. Sponsors that are found to violate the grant assurances can be required to repay the AIP grants. There are 39 grant assurances.

Grant History at REI Since 2005

The City of Redlands has made use of AIP grants. This is what the FAA shows on their website for grant history going back to 2005. That is the earliest date they track on their website. The City of Redlands has not received any AIP grants since Will Hamilton last applied in 2017.

2005 - \$142,500 - Update airport master plan

2008 - \$244,963 - Rehabilitate apron

2009 - \$55,037 - Environmental mitigation

2010 - \$150,000 - Rehabilitate apron

2011 - \$448,875 - Rehabilitate apron

2014 - \$150,000 - Conduct misc. study


2015 - \$136,350 - Install runway lighting 08/26

2016 - \$827,437 - Install Airfield Guidance Signs, Rehabilitate Runway Lighting - 08/26, Rehabilitate Taxiway Lighting

2017 - \$150,000 - Install Distance-To-Go Signs - 08/26, Install Runway Vertical/Visual Guidance System - 08/26

REI’s Current Draft 5 Year Capital Improvement Plan

Redlands currently has “banked” entitlement funds for three years and Bruce Shaffer has shared he is working to meet the project submission deadlines for the FAA’s current fiscal year to avoid losing a \$150,000 entitlement from the 2017-2018 fiscal year. The current FAA 2019-2020 fiscal year ends October 1st. There are three projects being considered in the REI Draft 5-year Capital Improvement Plan. Some of them involve engineering and spread over more than one year.


(KREI) (DRAFT)

FAA FY's 2021-2025 & CALTRANS FY 2021-2030				State: California			Airport: REDLANDS			LOCID: REI		DATE: 6/3/20			
Project Description & Year	Entitlement	Government Funds (\$1,000)		State Funds (\$1,000)	Local (\$1,000)		Total (\$1,000)	Environmental	Proposal RFP/RFP	Start Date	Comp. Date	FED / STATE	KREI Priority	Earned FAA Entitlement	Available FAA Entitlements
		Regular	Discretionary		PFC	Other									
		FAA ACIP SUBMITTAL - FY's 2021-2025													
2020														\$ -	\$ 300
Planning - Sponsor will Conduct Planning Efforts For Rehabilitation Apron south of taxiway A2								Planning Effort to Determine Project Environmental (CATEX)	In-house	1/1/2020	11/1/2020		HIGH		
2021 (Entitlements Expire)														\$ 450	\$450
Design - Sponsor will Conduct Planning Efforts For Rehabilitation Apron south of taxiway A2	\$ 108		\$ -	\$ 10		\$ 12	\$ 120	CATEX	6/6/2020	7/1/2021	3/1/2022	\$ 118	HIGH		
Planning - Perimeter Security and Wildlife Fencing and Drainage								Planning Effort to Determine Project Environmental (CATEX)	In-house	1/1/2021	11/1/2021		HIGH		
2022														108	\$ 600
Construct - Sponsor will Construct Rehabilitation Apron south of taxiway A2	\$ 642		\$ 168	\$ 10		\$ 90	\$ 900	EA	5/1/2022	8/1/2022	1/1/2023	\$ 820	HIGH	642	\$642
2023 (Entitlements Expire)														642	\$642
Design & Construct - Perimeter Security and Wildlife Fencing	150		\$ 750	\$ 10		\$ 100	1,000	CATEX	6/6/2020	7/1/2023	11/1/2023	\$ 910	HIGH	150	\$ 150
2024/2025														135	\$ 150
Design Reconstruction of Drainage Swale South of TWYs A4,5,6,7	\$ 135			\$ 20		\$ 15	\$ 150	CATEX	6/6/2020	7/1/2024	11/1/2024	\$ 155	HIGH		
														135	\$ 150
		\$ 1,035		\$ 918		\$ 50		\$ 217	\$ 2,170				\$ 2,003	135	\$ 150

The ramp paving project appears to address the ramp areas at the city hangars, but Bruce Shaffer has shared this project will probably be revised to address the ramp area east of the Blue Raven Aviation Hangar. This ramp pavement is far more deteriorated.

Please keep in mind this is a draft plan. It is subject to change and requires Redlands City Council approval. The City of Redlands has serious budget issues too! They have just laid off employees. It may be tough to get approval for airport expenditures with all of this in mind.

There is no mention of an aircraft wash rack in the draft REI plan. We are assuming because there is some that believe the FAA will not fund wash rack projects. We asked our AOPA (Aircraft Owners and Pilot Association) local representative about this and they suggested the city should apply for FAA AIP funding for a wash rack. They suggested that if the wash rack was used to generate revenue at an airport it may be AIP eligible per the AIP handbook Appendix D. The potential revenue would be generated by users paying a small fee for use of the wash rack like a car wash. The revenue could be used to offset maintenance and operating costs. There are also some other requirements around airfield needs being met for a 3-year period and securing necessary permits.

We recently learned Truckee Tahoe Airport (KTRK) just started a wash rack project in May of this year. The estimated cost of the wash rack is \$365K. It is being funded by FAA AIP grants and the airport sponsor. You can read about this project at this link: <https://truckeetahoeairport.com/news/357-aircraft-wash-rack-coming-2020>

Most of this information about obtaining funding for a wash rack has been shared with REI Airport Supervisor, Bruce Shaffer. Hopefully, a wash rack project can make its way into REI's 5-year capital improvement plan. Aircraft do have a legal requirement to be washed. Most airports have these facilities. It will be difficult to get compliance with any environmental laws regarding aircraft washing until REI gets a wash rack.

2020 Reno National Championship Air Races Cancelled

By RAA Treasurer, Phil Ensley



The 2020 Reno National Championship Air Races have been cancelled. With COVID-19, due to the concern and uncertainty to the safety and health of the spectators, racers, and volunteers, the Reno Air Racing Association Board of Directors decided to cancel this year's race which would have occurred September 16-20th. The decision was not an easy one but was felt to be the best course of action. Because of the large undertaking to plan, coordinate, and finance the races, it was best to come to the decision now. The Reno Air Race Association published a video talking about the cancellation. I encourage you to watch it. Here is the link:

[2020 STIHL National Championship Air Races Canceled](#)

I would like to give you my perspective as a racer to this decision. The Air Races have been conducted almost every year since 1964. The last time it was completely cancelled was September 2001 when the United States was attacked. All air travel except for military and law enforcement was grounded. The other partial cancellation was in 2011 after the unlimited racer, Galloping Ghost, crashed. Both of those cancellations were due to unforeseen and unprecedented circumstances. This is another unprecedented circumstance. COVID-19 has affected everyone in the world. Many activities have been cancelled, including air shows all over the country. AirVenture in Oshkosh was even cancelled.

Some people will argue that by September much of this pandemic may be subsided, but there is just no guarantee of that. Financially, I don't believe that the Air Races could gamble its future on that assumption. It is known that the races did not make as much money from the spectator gate last year as was expected. If that were to happen again this year, that could have put a nail in the coffin for the races as we know it. I would much rather wait and make 2021 a surer success. I stand by the decision the board made. While I am disappointed that I won't be racing this year, I am more excited for the next year and the years to come. I'll see you in Reno in 2021!



REI Community T-Shirt Sales

By RAA Director, Angela Hoover

Our Redlands Airport Community is what makes our Airport a special place. As a fellowship of pilots, tenants, friends, and family members, each with our own backgrounds and stories to share, our love for flying unites us together. Creating a unique *Redlands Municipal Airport* shirt to show our pride is why Cliff thought that our chosen design would intrigue all, wherever they may be worn.

As shared with many, the history behind the artwork is that Jerri Bergen of Victory Girl created this vintage image of our local hangar in her original oil painting for our Redlands Air Show 2011. Cliff and I worked with her in preparation of the Air Show, in which she produced tins and posters from her original artwork that most of you recognize as being displayed in many of our hangars. With Jerri's copyright permission granted, her local printer assisted us in our selections of these quality, blended lightweight shirts.



We thank all of you who participated in our RAA Spring, non-profit fundraiser. We took 72 pre-orders, and purchased 75 shirts total, which sold out immediately. Jerri donated several, as well. It was a great success! Those of you who missed out on the first-round order may have a chance in the Fall, if a second order of a different style shirt is placed, using the same artwork. Several people have already inquired. We truly appreciate our KREI Community support.

Support the RAA with Your AmazonSmile Purchases

By RAA Secretary Cindy Gablin

I do not know of anyone that does not shop on Amazon. I also know most people give to charitable organizations at some time or another. What if you can shop and as you do, give to a charitable organization at no cost to you?

Now you can! AmazonSmile is a website operated by Amazon with the same products, prices, and shopping features as Amazon.com. The difference is that when you shop on AmazonSmile, the AmazonSmile Foundation will donate 0.5% of the purchase price of eligible products to the charitable organization of your choice (no fees, no extra cost to you). The purchase price is the amount paid for the item minus any rebates and excluding shipping & handling, gift-wrapping fees, taxes, or service charges.



The Redlands Airport Association is a non-profit organization and is now listed as a charitable organization with AmazonSmile. So, you can support us through your AmazonSmile purchases. What better organization to have your donation benefit than the RAA?

It is extremely easy to get started.

1. **Step One:** Go to <https://smile.amazon.com> , log in using your email and password as if you were at amazon.com. From there, select "Redlands Airport Association Chapter of California Pilots Association" as your charity from the menu on the right.
2. **Step Two:** Shop! Amazon Smile will remember the charity you selected and will always donate 0.5% of your eligible purchases to that charity.

You may also want to add a bookmark to smile.amazon.com to make it even easier to return and start your shopping at AmazonSmile. You will see eligible products marked "Eligible for AmazonSmile donation" on their product detail pages.

It is also available in the Amazon Shopping app on iOS and Android mobile phones. *Simply follow these instructions to turn on AmazonSmile and start generating donations.*

1. *Open the Amazon Shopping app on your device*
2. *Go into the main menu of the Amazon Shopping app and tap into 'Settings'*
3. *Tap 'AmazonSmile' and follow the on-screen instructions to complete the process*

AmazonSmile donations are mailed to your selected charity quarterly, approximately 45 days following the end of the quarter. It could not get any easier than that, eh? So why not start today?

amazonsmile
You shop. Amazon gives.

A Message from Cal Pilots President Carol Ford

Reprinted from the March/April 2020 Calpilots Newsletter

PRESIDENT'S PERSPECTIVE



Carol Ford

Hi Frequent Flyers,

Cal Pilots has been very busy in the last few months we attended SWAAAE, which is the South West Chapter of the American Association of Airport Executives, meeting in Monterey in January. CalPilots is very well regarded in this group of airport managers. I represented our group in comments, in one-on-one conversations and through supplying our newsletters, as I have done for years.

CalPilots participated with the ACA (Association of Ca Airports) and with the Aerospace States Association (ASA) organization in this annual event to inform our elected officials in the Assembly and Senate of the importance of Aviation to the State of California, during the visits to the Capitol, February 24th through 26 for Aerospace and Aviation Days in Sacramento.

We were supported by Assemblymember Jim Patterson (R) from Fresno, Chair of the Aviation Caucus, and his aides, particularly, Nicholas Sinclair. As mentioned before, this Caucus is Bi- Partisan (Rs and Ds) and Bi-Cameral (both Houses- Assembly and Senate in California). It is open to all legislators. Sen. Richard Roth (D Riverside) is the Vice-Chair.

Led by ACA's Legislative Committee (Carol Ford, Chair {I represent CalPilots on that Board}, Melissa McCaffrey (AOPA) and John Pfeifer. The team was supplemented by Board District members Charlie Broadbent, [Mgr, Montgomery Field] Gary Engel (Yolo County), Gary Gosliga, [Airport Director at March Joint Powers Authority].

Also helping was Cody Rogatz, Mgr, Humboldt County Apts, who took a wad of CalPilots info to share with the Pilots at the Counties' airports and after returning home made a pitch for CalPilots at a presentation he gave.

Rayvon Williams, (ACA President and Mgr Watsonville), Andy Swanson [PAO,Mgr], were leading the charge. Additionally, the group was joined by Mary Hansen (ACA Secretary/Treasurer) Gil Wright (CalPilots, VP), Ashley White-more (Tehachapi Mgr), Phil Derner, (NBAA), Luis Truillo (Aerolease/Aeroplex) and Mark Bautista (former ACA Pres.). Karen Kahn and Ed Story of CalPilots Board joined the outreach by personning our table under the tent on Wednesday.

The ACA team was successful in bringing the Aviation fuel tax issue to the forefront of legislators and was able to confirm support of SB988 which would require an aviation fuel retailer to provide a quarterly information return and would subject a retailer who fails to file that information return or who files an inaccurate information return to a monetary penalty.

Additionally, during ACA's meeting with Caltrans' Amy Choi she told us she believes she has the administrative ability to ensure Airports won't be penalized for starting projects before State matching grants are received. She is working with Division of Aeronautics attorneys to resolve this issue. This is a huge. For years a CalPilots, ACA and others (inc. AOPA) have tried to remedy this situation which has sometimes caused Airports to miss a whole construction season while waiting for the State Match.

We thank Rayvon Williams, ACA President, for his contributions to this article.

Update: We are working with CalDART and NBAA to resolve questions presented by COVID-19. We will let you know how the situation changes and affects Aviation in the State.

Till next time.

Carol Ford



Scud Running

By RAA Safety Officer, Dennis Brown

The aviation community suffered a black eye with the 3-person fatality in the hills above Mentone in a Cessna 175 on June 5, 2020. The pilot left Big Bear in VFR conditions and headed down the mountain with the probable destination of Redlands Municipal Airport. After sliding under the existing overcast and overflying Yucaipa in marginal VFR conditions, the pilot decided to round the Crafton Hills to the east. He started west over Bryant Street and Highway 138. The visibility was very poor at REI and IFR conditions were reported at SBD. As the visibility deteriorated (into IMC), his orientation did as well. His ground track turned southeast, and one can assume he did not see the terrain, as there was no upward trajectory at the crash site. The airplane went straight into the mountain.



This tragic accident was the result of a chain of poor decisions.

The first being weather below minimums. Information at airports is readily available regarding visibilities, dew points, present temperatures, ceiling conditions and heights, wind direction and velocities, barometric pressure and any other items deemed necessary for the pilot. The information can be taken off the ATIS (phone numbers for METAR info), various flight plan apps (Wing X, Foreflight, Garmin Pilot, etc.), and Flight Service Stations (1 800 WXBRIEF). If you were near a computer, the National Weather Service has several products you could thumb through to get a great picture of what the existing weather is. VFR minimums in Class E airspace are 3 statute miles of visibility, 500 feet below or 1000 feet above the clouds, and 2000 feet horizontal from the clouds. He ventured into, at best, marginal VFR conditions, and possibly full IFR conditions. By abandoning the minimums prescribed by the FAA, he subjected his passengers, himself, and his craft to conditions he was not prepared for.

The second could have been a commitment. The problem is this happens over and over again. It is one of the things we try to get students to understand. Nothing is worth your life. Not a doctor's appointment, a funeral, a gathering, a date with someone, nothing. Get-there-itis is the term that works best. Do not let pressures you have placed on yourself lead you into a situation you are not trained for. What was the option when all reference was lost? Relying on luck is always the wrong choice.

Thirdly, not turning around when the flight became untenable. If you note your heading, execute the best 180 degree turn you can in instrument flight and go back to where it was safe, you might survive. Depending on his proximity to the mountain, this might have worked.

In short, making good decisions can lead to good outcomes. Making poor decisions can lead to bad outcomes. Use the education the FAA mandates for your certificate. Get the information and process your plans to see if they are viable. Think about your safety and your passenger's well-being and live to fly another day.

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

Solo Endorsements and New Ratings @ REI

Lucas Lanphere

Soloed N5850W on 2/13/20

NextGen Flight Academy

CFI Cole Lanphere



John VanBlarcom IV

Private Pilot SEL

CFI John (Jack) Van Blarcom Jr.

(A Very Proud Grandpa!)



RAA 2020 -2021 Annual Dues are Payable in June

If you haven't paid your 2020-2021 RAA membership dues, they are payable in June. Our member dues are used to promote our airport and general aviation. **Almost all of it** gets used for fun events and expenses.

We hear all the time that we are doing a great job, so you would think members would support our mission by paying dues of \$10 per year. Yet, last year, only 53 of the 164 folks on our mailing list coughed up \$10.00 to support the RAA. We are sure that even less write a check to Calpilots for \$35.00. If you are serious about 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!**

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

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

Redlands Airport Association Membership Form

All member information is confidential

Name _____

Address: _____ City: _____ Zip: _____

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

Email: _____

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

Redlands Airport Association

1745 Sessums Dr. Ste. 1


Redlands, CA 92374-1907

Redlands.airport.association@gmail.com

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



RAA Classified Ads & Advertising



ENSEN MASON
EA, CPA, MBA

MASON FINANCIAL SERVICES
REGISTERED INVESTMENT ADVISOR
CERTIFIED PUBLIC ACCOUNTANT

300 E. STATE STREET, SUITE 504
REDLANDS, CALIFORNIA 92373
ENSENMASONCPA.COM

ENSEN@ENSENMASONCPA.COM
MAIN OFFICE 909.475.0900
FACSIMILE 909.475.0909

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



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



Larry Rice, CFII
OldGuysCFI.com

909 283-8297
909 790-9022
larry_rice@verizon.net

REDLANDS AEROSPORTS
Flight Training

Dennis K. Brown
Certified Flight Instructor

dennis.brown.race29@gmail.com

primary flight training
flight reviews
aerobatic instruction
tail wheel instruction
confidence building

(951) 906-4155

Airplane and Instrument Instruction ✈ Single and Multi engine
Ground Instruction ✈ BFR, VFR and IFR Currency Training



BLUE RAVEN
AVIATION

JIM ESHLEMAN
CEO/FOUNDER CFI



(909) 747-5566



Jim@blueravenaviation.com
BlueRavenAviation.com

1745 Sessums Dr. #15, Redlands, CA 92374



Takashi Nishimura 909-771-4211

westwindflyingclub@gmail.com

www.westwindflyingclub.com

JOE SCARCELLA AVIATION, LLC
Certified Flight Instructor * Designated Pilot Examiner

Joseph Scarcella, Ph.D.
Specializing in Glider Flight
jscarcel@csusb.edu
(909) 754-9155

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

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.

National Aviation Day - Saturday, 8-22-20 (Tentative)

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>

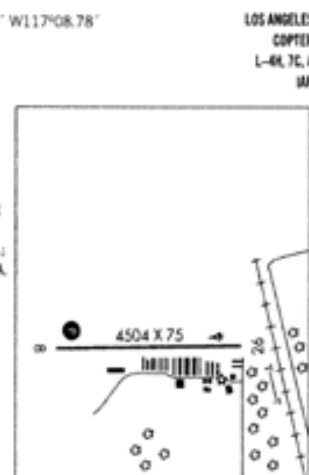
Redlands Airport Advisory Board meets the 1st Wednesday of every month at 6:00 pm and is usually at the Redlands City Council Chambers and occasionally, the airport public lobby.

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(2) 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'



Not for Navigation