

# Redlands Airport Association Newsletter



Chapter of California Pilots Association



## *The Mission of the RAA*

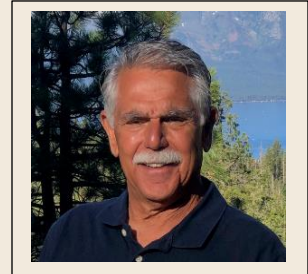
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about 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



I, like most of us, am looking forward to putting 2020 in the rear-view mirror. I am thankful no one in my family has had Covid except maybe me. Unfortunately, my dad has been locked up in a senior facility in Florida, like many other seniors, with limited social contact and with restrictions on family visits. We know this was done for his protection, but at 94, it's been difficult for him and the rest of the family.

There are a few folks in our little REI village that have gotten ill from the virus and others have suffered job related economic impacts from the pandemic. Others have been fortunate enough to continue flying activities.

The RAA and EAA had to cancel all planned events this year. There were no Young Eagles flights, no pancake breakfasts, spot landing or flour bombing contests. The EAA cancelled their holiday party. The RAA started to plan a holiday party, but it too fell victim to the pandemic. It's too bad as these events get kids interested in aviation, get the community to the airport, and gets our airport community together for good times.

A few of us felt really bad when we recently heard the USMC were having difficulty collecting toys for the Toys for Tots program this year. The RAA held 5 Toys for Tots events until this year. For the record, the decision to scrub our Stuff a Plane event was made before the pandemic. Event challenges created by the City of Redlands and the County of San Bernardino simply snuffed out any desire on our part to hold the event in 2020. Even if we didn't make that decision, the pandemic would have forced us to cancel the event.

Despite all these disappointments, the RAA board is optimistic we will be able to do some events in 2021. We know EAA 845 has expressed some interest in doing Young Eagle events if it can be done safely. If that happens the RAA will support them with an event such as a pancake breakfast, BBQ lunch, Flour Drop, Spot Landing, or any event that can get the local community out to the airport. The RAA board even discussed the possibility of organizing a simple Toys for Tots toy drive at the airport in 2021 without the associated airport event. This is all contingent on getting the pandemic under control and getting volunteers to organize and participate in the events.

Let's all pray 2021 will be a better year. Along with the entire RAA board, I would like to wish all of you and your families Happy Holidays and a Happy and Healthy New Year!

## Airport Updates

### Airport Tenant Successfully Contests Citation for Washing Vehicle at REI

We notified all RAA members via email about this in September. The city of Redlands took efforts to enforce the prohibition on washing vehicles, aircraft and equipment at REI using methods that allow dirty wash water to reach into airport lands and or drainage areas. On September 10, Redlands Code Enforcement issued an administrative citation to Dr Bill Goral a long time REI tenant. The citation was written with a fine of \$100. He was caught washing his vehicle in front of his hangar. Dr. Goral paid the fine and contested the citation. He sent a very detailed complaint to city. There were at least two other complaints made to the city. The FAA was also notified issues being created at REI because the airport lacked a compliant wash rack.

The citation was dismissed by the city shortly before the scheduled hearing date and Dr Goral was also notified his fine payment would be refunded. Chris Boatman, Director of Facilities and Community Services announced at the 11-19 AAB meeting that his staff has been tasked for getting quotes and identifying funding sources for a wash rack at REI

### Airport Supervisor Bruce Shaffer Leaves REI and is Later Rehired

On October 1st we received a thank you/goodbye message from airport supervisor Bruce Shaffer. We have heard lots of rumors about the circumstances associated with his departure. Most of us assumed it had something to do with complaints made about an airport tenant being cited for washing a vehicle at the airport.

At the 11-19-20 AAB meeting, Tim Sullivan, City of Redlands, Assistant Director, F & CS (Facilities & Community Services) announced that the city rehired Bruce Shaffer. He also shared he would resume his duties starting 11-30-20. No details were shared as to why he was rehired other than Tim Sullivan stated Bruce did a great job while he was here. We have not seen anyone at the City rehired in this manner. There are some advantages for the city and tenants to avoid a lengthy process to rehire a new supervisor. Important tasks such as processing FAA grant applications go by the wayside when there is no one occupying the position. Training new employees is costly too. We wish Mr. Shaffer the best on his return and look forward to working with him.

### The Almost REI Christmas Party

There has been an annual Christmas party at REI for years organized by our EAA Chapter 845. One of their members cooked up a turkey and ham and other members attending brought potluck side dishes. Covid 19 concerns have eliminated all EAA activities this year including the annual Christmas party.

The RAA board and members in attendance at our meetings thought we could do something safely to celebrate the holiday season. RAA members Bill Cheesman and Tom Dobbartin agreed to let us use their hangar. We had some folks volunteer to help plan the event. We also decided because of COVID concerns to cater the entire event to reduce potential exposure risks. So, we planned a holiday lunch for maybe 60 attendees on a Saturday afternoon in late December. We found a reasonable Taco caterer, gave them a deposit of \$100, and we thought we were all set. Unfortunately, as we got close to Thanksgiving COVID cases increased everywhere. We heard concerns about this from members too. So, the RAA board cancelled the event.



Let's all keep our fingers crossed for successful deployment of the COVID vaccine. We all look forward to resuming airport events at REI once again!

## **City of Redlands Election Results**

### **Ballot Measure "T" Sales Tax Ordinance:**

It's official, this ballot measure has officially passed. It will raise sales tax in the city of Redlands from 7.75% to 8.75%. The change goes into effect on April 1, 2021. The increase is forecast to raise about \$10.7 million per year. The city has said the money could be used to fight homelessness and pay for police, fire, and paramedic services, as well as maintaining parks and infrastructure. An article in the 12/2/20 Redlands Daily Facts, by Jennifer Iyer, reported Mayor Paul Foster stating the increase in the short run will help the city weather the storm that's been created economically by the pandemic, and in the long run will help take the city's service levels to a whole new level. We hope this includes city services and infrastructure at REI.

The Redlands City Council agreed to establish a seven-member oversight committee that would review sales tax's revenues and advise the City Council on their use. This was approved by the council in November to gain public support and trust for this measure. The committee will consist of 5 volunteer citizens appointed by each of the five council members. The other two members will be bargaining unit employees of the City of Redlands. They will be appointed by the mayor.

### **Redlands City Council Vacancies**

Councilman Eddie Tejeda was reelected to represent District 2. He ran for this seat unopposed. District 2 covers the central part of the city between Tennessee and Church streets and from Citrus Avenue to the northern border. Jenna Guzman Lowry won the race for District 4. This seat was vacated by Councilwoman Toni Momberger. She decided not to seek re-election. Councilwoman Momberger was a staunch airport supporter and will be missed by the RAA.

### **Redlands City Clerk and City Treasurer:**

Jeanne Donaldson was reelected as the City Clerk. Robert Dawes was reelected as City Treasurer. He also ran unopposed for this position.

## **Transient Sets up Temporary Residence in City Hangar Complex Pilot Lounge**

Wednesday evening, November 25<sup>th</sup>, an airport tenant that had attended the RAA meeting, went to use the restroom in the pilot lounge at the city hangar complex. She encountered a transient female and her canine companion dog that had set up residence in that room. She left and tracked down a couple of airport tenants and asked them to investigate. The transient was bathing in the restroom when they entered the room. They asked her to leave and called Redlands PD. It was thought the Redlands PD could advise her as to the location of homeless shelters.

The transient accessed the field on an off-road type motorbike. We have had small fuel thefts reported by Redlands Flying Club members on previous occasions from their aircraft parked on the ramp at that location (please see the article in the [RAA 9-30-20 newsletter](#)). Perhaps this person had visited this building before? The transient shared she accessed the airport through the pedestrian gate. A friend of hers had given her the gate code. She left in a hurry after she was told the PD was enroute. She shared that she had an outstanding warrant for trespassing.

The RAA sent a request to Tim Sullivan to get the gate code changed on the lock on the pedestrian gate. The gate code has not been changed since the lock was installed during airport supervisor Will Hamilton's tenure. The request included a suggestion to use an aviation hint on the field side of the gate instead of the actual gate code. This would help to keep non-aviation people off the ramp. The matter was referred to airport supervisor Bruce Shaffer for resolution.

On 12-21-20, Bruce notified us that he changed the codes for the lobby pedestrian gate and was in the process of installing keypad locks on the city pilot lounge and dumpsters. Your assistance is requested to help keep the airport secure. Please do not share the codes with anyone that does not have business on the airport.

### **Airport Advisory Board (AAB) Activities**

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.

We encourage tenants to reach out to board members to discuss airport issues and to make suggestions. This will help board members to be effective in their advisory role. Some board members attend RAA meetings for that very purpose. Here are the names and emails of the current AAB members:

Catherine Pritchett [cat.pritchett.909@gmail.com](mailto:cat.pritchett.909@gmail.com)

James Pickens [jpickens57@yahoo.com](mailto:jpickens57@yahoo.com)

Robert Pearce [rpearce898@aol.com](mailto:rpearce898@aol.com)

Renea Wickman [myjibril@msn.com](mailto:myjibril@msn.com)

Donald Crow [don@crow.us.com](mailto:don@crow.us.com)

Michael Sullivan [fremont\\_sullivan@yahoo.com](mailto:fremont_sullivan@yahoo.com)

Deborah Forthun [debbieforthun@gmail.com](mailto:debbieforthun@gmail.com)

The AAB has changed meeting dates from the first Wednesday of the month to the third Thursday of the month. Meetings are still at 6pm. They are usually held in the Redlands City Council chambers and sometimes the REI public lobby. Unfortunately, because of COVID concerns the city has made some changes to how public meetings have been held. Many Redlands boards or commissions have had limited meetings since mid-March. The first AAB meeting since March was the September 2nd meeting. It was held via Zoom conference. The Zoom meeting protocols are here to stay in Redlands during the pandemic. Unfortunately, the format chosen by the city does not give the public an opportunity to interact directly with board members. Members of the public that desired to comment on the agenda or any other airport issue were asked to submit written comments (250 words or less) via email no later than one day in advance of the meeting. Here is a summary of significant items discussed at this quarter's AAB meetings:

#### **10-15-20 Meeting**

- Tim Sullivan, Assistant Director, Facilities and Community Services (F&CS) announced the city submitted an RFP for updating the Land Use Plan and Master Plan.
- Board members moved to change meeting dates to the third Thursday of each month at 6:00 pm.

#### **11-19-20 Meeting**

- Tim Sullivan, Assistant Director Facilities and Community Services (F&CS) reported REI collected \$4300 in ramp fees from the USFS for aircraft using the west ramp during the Eldorado Fire. Billing for ramp fees for USFS contractors working the apple fire was still in progress
- Tim Sullivan announced Bruce Shaffer was rehired.
- Chris Boatman, Director F&CS announced his staff has been tasked for getting quotes and identifying funding sources for a wash rack at REI.
- Board members moved to cancel the 12-17 meeting.

The next AAB meeting will be held on January 21, 2021.

## How do Tenants at Other Local Airports Wash Aircraft?

By RAA President, Ted Gablin



The recent conflicts between the city and tenants regarding aircraft washing at REI prompted RAA board members to ask; how do tenants of other local airports wash their aircraft? After all the laws concerning discharges on airports have been around for a while. The laws at issue with washing aircraft have their foundation from the National Pollutant Discharge Elimination System (NPDES) that is part of the EPA's 1972 Clean Water Act. The goal of NPDES is to keep pollutants from certain processes from being washed into areas where it could contaminate the water table.

Most people don't realize just how big this effort is, especially in environmentally conscious California. A five-member California State Water Board has oversight of the EPA laws. They provide regulatory

guidance to nine Regional Water Quality Control Boards. The Regional Boards are comprised of seven members and have a function to serve as the frontline for state and federal water pollution control efforts.

Redlands has responsibility to ensure that pollutants are not discharged into storm drains where they can affect ground water. They have sections of their municipal code dealing with discharges. When it comes to the airport, the city must follow requirements from the Water Boards Industrial General Permit (IGP). The entire airport is classified as an industrial facility which mandates compliance with the IGP. Because the airport is viewed as an industrial facility discharges from washing aircraft on the airport cannot enter the storm drains. This is a tough one for most of us to swallow as the discharges from washing aircraft is not any different than the discharges from washing your car. Most cities do not prohibit owners from washing personal vehicles **at home**. If you wash your vehicle at the airport, a classified industrial facility, you are in violation. Oh yes, and If the city does not comply with the California's IGP, they can be fined big bucks.

Aircraft washing at REI is something the city's Regulatory Compliance officers have focused on periodically over the years. We have seen the results of this concern when airport supervisors and managers try to get tenants to stop washing aircraft with a hose. There are two very old wash racks on the airport that were probably originally installed for compliance. The city claims these type of wash racks with leach fields are no longer compliant. The Redlands Airport Advisory Board has been talking about the need for compliant wash rack at REI for almost 20 years. Unfortunately wash racks rarely qualify for FAA grants and the city just never seems to have the cash when it comes to investing in REI.

We know wash racks are expensive, so how do our neighboring airports deal with this issue? We called airport administrators at 16 local airports to see how they complied with these laws. **Most of the of the airports we contacted have one or more wash racks for their tenants.** Only a few local airports do not have wash rack facilities. Flabob and some rural San Bernardino County Airports are in that group. San Bernardino County is currently having engineering performed for a wash rack at Apple Valley Airport. A couple of the airports have simple wash racks with leach fields for discharges. These are just like the existing wash rack on the Redlands Hangar Owners Association lease hold and the wash rack behind the REI lobby on the Redlands Aviation leasehold. Perhaps leach field type wash racks are not as bad as the staff of the City of Redlands believes?

The most predominant type of wash rack at most airports employs a concrete pad with a drain that empties into a series of tanks, usually three. Discharge flows progressively through each tank and allow contaminants to settle by gravity. The



final tank allows the discharge, without particulates, to empty into the local sewer system for further treatment. Water for washing is provided through a regular water service connection. The facilities at Big Bear and San Bernardino are new enough to assume they are compliant in the way they handle aircraft washing discharges.

We shared the information from our findings on November 16<sup>th</sup> with Tim Sullivan Assistant Director C&FS. I also summarized this data, and it was submitted as public comment at the 11-19-20 AAB meeting. This information could be helpful for city efforts to develop specifications and cost info for a wash rack at REI. We have heard some big numbers tossed around by city officials to build a wash rack at REI. Perhaps building a wash rack with a sewer connection like those we see at neighboring airports is a “no brainer”. There is an existing sewer main on Sessums drive that would facilitate connection of a wash rack at REI. Maybe the cost of a wash rack is not as bad as many think.

Listed below are the results of our phone calls to some neighboring airports.

### **Wash Racks at Local Airports Near REI**

**Big Bear-** Wash rack constructed in 2006. Employs a series of underground separator tanks that clarify wastewater by allowing particulates to settle. Residual wastewater dumps into the sewer. Contact: Ryan Goss, Manager

**Cable –** Simple leach pit type wash rack. No sewer connection. Contact: Steve Dunn, Manager

**Corona –** Three underground particulate separator tanks. Residual wastewater dumps into the sewer. Contact: Curtis Showalter, Manager

**Flabob –** No wash rack. Contact: Airport Administration Office

**Gillespie –** Wash rack, specifications unknown. Contact: Airport Administration Office

**Riverside Municipal-** 2 Wash racks. Each employ three underground separator tanks that clarify wastewater by allowing particulates to settle. Residual wastewater dumps into the sewer. Contact: Mike, Airport Administration

#### **Riverside County (Hemet, French Valley & Chiriaco Summit)**

-Hemet- 1 wash rack with three underground separator tanks. Residual wastewater dumps into the sewer. Inspected regularly by EMWD

-French Valley – 1 wash rack with a below ground collection tank. Uses a pump and an above ground separator. Residual wastewater dumps into the sewer. Inspected regularly by EMWD.

-Chiriaco Summit- No wash rack

Contact: Daniel Vasquez Riverside County (951-212-0496 Tuesday-Friday 6-4:30)

**San Bernardino Airport-** Wash rack located near the GA hangars. Employs a series of underground separator tanks that clarify wastewater by allowing particulates to settle. Residual wastewater dumps into the sewer. System has a rain sensor that allows rainwater flowing into the system to bypass the holding tanks before being discharged to the sewer.

Contact: Jim Harris, Airport Administration

#### **San Bernardino County Airports (Baker, Chino, Apple Valley, Needles, Twenty-Nine Palms and Barstow-Daggett)**

-Chino Airport is the only San Bernardino County airport with a wash rack. It’s old and may be a simple leach type wash rack without a sewer connection.

-Apple Valley airport is planning a new wash rack.

Contact: Maureen Snelgrove and Adrianna Ortiz

# Reporting Wildlife Strikes

By RAA Director Walt Ferar

Wildlife strikes can be deadly and can cause serious if not total destruction of airplanes. One of our pilots hit a duck in cross wind last month causing minor sheet metal damage to the plane. It could have been much worse! The RAA and the city have been active with encouraging the installation of plastic balls in the nearby Citrus Reservoir to discourage waterfowl from nesting near the airport, but our airport is next to a wildlife corridor, the Santa Ana wash.

Wildlife strikes are not limited to just bird strikes, coyotes or other animals on the runway causing aborted landings or takeoffs should be reported too! [FAA Advisory Circular 150/5200-32B](#) explains the need for pilots to report wildlife strikes. Per the AC, you should report an “aborted takeoff, aborted landing, high-speed emergency stop, or the aircraft left the pavement area to avoid collision with wildlife”. This would include encounters some of us have had with coyotes running across the runway at REI. Reporting these close calls with coyotes at Redlands Airport can be beneficial to help the city get AIP (Airport Improvement Program) grant funding to from the FAA to help cover the costs to replace the airport perimeter fence where coyotes enter.

The FAA has created an online form for reporting that should be filled out if pilots have a wildlife strike or close call. The web site to report an incident is <https://wildlife.faa.gov/home>

If you need help to complete the report, please contact any RAA officer for assistance. We will be glad to help.



Coyote standoff. Look familiar?



A Cessna 150 after hitting a buzzard



## **Your Airport Neighbor Briefing**

**By RAA Vice President, Phil Ensley**



For most of us at the Redlands airport, at least since 2008, we all have been used to departing runway 26 westbound and immediately switching frequencies in order to transition through San Bernardino's airspace. Some of us remember when it was an active Air Force base. Either way, the fact of the matter is we have an airport neighbor. We all are aware of the airport and deal with it regularly when we fly, but how does it affect us? Well I want to start giving you updates in an occasional editorial called Your Neighbor Brief. There are lots of things happening over at SBD and I want to bring to your attention events or changes that could involve or affect our airport community.

### **Fourth Quarter Activity**

Some of you that are at the Redlands airport on a daily basis have probably seen quite a few heavy aircraft in the skies over SBD. Well it's fourth quarter and it's the Christmas rush! FedEx and UPS have ramped up exponentially as the days get closer to Christmas time. Right now we have around the clock flights coming in and out of SBD with aircraft types including MD-11's, 727's, 747's, 757's, 767's, and the occasional Airbus A300. Keep a watchful eye out early in the morning and late afternoon/evening as this is when they are coming and going the most.

### **Amazon**

I'm sure a lot of you have heard of the "East Gate Project" over at SBD. If you haven't, I'll refresh your memory. The construction of a large warehouse and ramp area on the north side of the SBD airfield started at the beginning of this year. It wasn't release at the time but now we all know that it is Amazon that is moving in. We at SBD have had Taxiway Echo and Bravo closed since the start of construction. They should be opening up on Christmas Eve. The entire ramp and building should be done by the end of January. Amazon has already started the hiring process and we should see our first Amazon aircraft in March or April of 2021. What does this mean for Redlands? In a simple word: Traffic. By 2025 Amazon wants 25 flights a day. That doesn't include any of the UPS and FedEx flights already flying. Be on the lookout for this increase in large aircraft traffic coming soon.

### **ATIS**

When tuning into San Bernardino Airport's ATIS, you have been hearing a recording of the air traffic controller. This is about to change. The airport just put in brand new radio equipment and installed an ATIS-D. This means it will be automated. There will be a computer sounding voice giving the ATIS information and will be automatically updated with weather from the AWOS.

### **Radar**

Most of us locals know that SBD's Class D airspace is controlled but the ATC controllers in the tower haven't got any Radar. It is all visual. That is why they ask us to report where we are. This is all about to change in the near future. San Bernardino has been approved to receive radar equipment from the FAA. This means we all must be even more vigilant in avoiding any type of airspace deviation when transitioning and flying around our own traffic pattern in Redlands.

A lot is going on over at our neighbor's place that has the large possibility of changing the way we fly around our community. I will keep you all posted on what is going on so we all can get along and we all can be good, safe neighbors.



## Some Thoughts on Flying Cross Country

By RAA Treasurer, Bob O'Connor, and Lynn O'Connor



Lynn and I have done a few trips out of the area over the years. Here are some thoughts for those that are looking to possibly get out and see more sights. We are by no means experts but here are few things to think about.

Be flexible! When making reservations, if you need to pay a little more to cancel if your plans change, by all means do so. Anything you can do to reduce the “Gotta Get There Itist” syndrome is helpful!

Where's the rental car? At Reno a few years ago we had a rental car booked but to our surprise we discovered that the pick up point was on the Commercial Aviation side of the airport! A fair number of F.B.O's offer a crew car and it seems the further out of the area you get, the better the availability. With special events though they can be scarce.

Take the time to get F.B.O information at your destination airport. I use Foreflight for navigation. That App has a comment section for reviews. Check these out to see what kind of service level you can expect.

We tend to gravitate to towered airports only because the choice of service seems better, but can be a little more expensive, yet security is better.

Protect the Plane! Whether you park your plane on the ramp or are able to have your plane in a hangar, the weather here is awesome! Not too hot, not too cold, rarely rains, seldom windy! All that changes when you leave So.Cal. If the weather is going to be foul while you and your plane are away from home plate, consider putting it in a hangar. We had to do this returning from Minnesota. We were only 40 miles from home and had to divert to KUDD because forecast didn't pan out. We decided to hangar the plane due to rain in the forecast. We were able to get the plane hangared for \$40 a night.

Stay comfortable! Take a break every 2-3 hours. If flying over the desert or the midwest think about being on the ground before noon to avoid turbulence. We hope some of these suggestions are helpful!

Have fun! Stay safe!





## It All Started in 1956....

By RAA Safety Officer, Dan Chapman

It all started in 1956. Our dad Harold Chapman would take my twin brother and I to our local airport, (WHP) Whiteman airport. We would just walk around the airport and look at all the different airplanes. Our dad was not a pilot but enjoyed being at the airport with his boys. He saw in our excitement that we loved being with him and loved being at the airport looking at all the different kinds of airplanes. Unfortunately, our father passed away in 1958. Looking at all the various airplanes with him had an impact on us during the precious few years he was with us.



*My twin brother Dennis and I as kids*



*My twin brother Dennis*

Later in life, between school, surfing, yes surfing (for many years), we would be at the airport; looking, touching, and dreaming about what it would be like to be pilots. Well, our dream came true, and I got my private pilot license in 1969. Shortly after that, my twin brother Dennis got his license while being in the Navy stationed in the Bahamas. Must have been nice! I was in college at the time.

In 1972, my oldest son Dan Jr. was born, and within two weeks he was in the air flying with me. Next was my daughter Carey Ann, who was flying with me within a month of being born. She loves to fly with me but never had the interest to get her license. My youngest son Tom was born in 1977, and he was flying with me within two months of being born. One of our favorite things to do would be flying together to get breakfast at a local airport. At that time, I had a 1961 Cessna Skyhawk.

Fast forward from those early days of flying with my kids, the legacy of Chapman pilots has continued. My oldest son Dan Jr. got his license in 1999, my youngest son Tom got his license in 2014, and now my grandson Daniel III is on his way to getting his private pilot license; his first solo flight took place on October 16<sup>th</sup>, 2020. 5 pilots, 3 generations, 1 family legacy: Dan Sr., Dennis, Dan Jr., Tom, and Grandson Daniel III. The pictures below show the joy of a family with three generations of pilots that love aviation.



*Me with Dan Jr. in the early 70's*



*Dan Jr. with his Son Daniel III*



*Me w/ Tom, my youngest*



*Dan's Son Daniel III*



*My grandson Anthony*



*My grandson Travis*



*Chico Loves to Fly!*



*My grandson Christian*



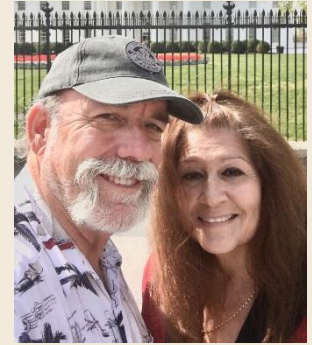
## Fly Like A Girl - A Documentary Movie Review

By RAA Director, Sherry Ferar

*Some information reprinted from a 10/20/20 article in Flying Magazine by Dan Pimentel*

According to Women in Aviation International (WAI), data from the FAA's Aeronautical Center for December 31, 2019, showed 664,565 pilots, of which 52,740 were female, (7.9 percent of the total pilot population in the United States). That is up from the 5.69 percent female in 2000. With a little more than 50 percent of the total US population being female, the number of women flying remains astoundingly low.

Female pilot growth of just 2.21 percent in 19 years is disappointing and building this number up has been a hope for aviation for decades. To counter this slow growth, Indie Atlantic Films of Lakeland, Florida, recently released their feature-length documentary *Fly Like A Girl*, a project that took about three years to make from first interview until completion, according to executive producer Matt Wiatt.



*Shaesta Waiz was interviewed for the Documentary at the hangar in Daytona Beach where she returned after her 2017 flight around the world.*

*Fly Like A Girl* is more than just a film. It's an inspiring, insightful documentary showcasing women aviators who have proven time and again that flying isn't just for the boys and men. It's a movement of young girls and women pursuing their passion for aviation. You hear first-hand stories from girls and women who dared to aim higher. The female aviators range from a Lego-loving young girl who includes female pilots in her toy airplanes, to a courageous woman who helped lead shuttle missions to space,

The movie's producer, Katie McEntire Wiatt said it was during her time as a primary school teacher that she first developed the idea for *Fly Like A Girl*. When Katie first saw aerobatic superstar Patty Wagstaff fly in an airshow, she was blown away by her skill and fearlessness she immediately went home and began to research more about Patty and other female aviators. Katie became fascinated and read a variety of books on historic female aviators, went to lectures and talks from women leaders in the STEM and aviation world, watched documentaries, and went to aviation museums.

As a filmmaker, Katie said she always wanted to make a documentary, she is hoping the feature-length film will bring to light the extraordinary stories of women in aviation and space exploration. “It was my goal to have a diverse cast so that girls and women could see themselves reflected in the women on screen. It is my hope that by sharing their stories, I can play a small role in helping to change how young girls and women perceive themselves as well as inspire and educate others about the incredible women of the aviation world.”



*The film crew interviews Abigail “Astronaut Abby” Harrison at the Kennedy Space Center Visitor’s Center*

From beginning to end, this documentary presents successful women in aviation in their own words. Interviews include;

- Tammy Duckworth - Illinois U.S. Senator
- Abby Harrison - author, scientist, internet personality, public speaker, science communicator.
- Afton Kinkade - 11-year-old inspired future aviator
- Patty Wagstaff - American aviator and U.S. national aerobatic champion
- Abingdon Mullin - pilot and owner of The Abingdon Aviation Watch Co.
- Shaesta Waiz - the youngest woman to fly solo around the world in a single-engine aircraft
- Vernice Armour - former U.S.M.C. officer and aviator
- Bee Haydu former - WASP and others.

“As a female pilot and aspiring astronaut,” Harrison said, “I’m excited that *Fly Like A Girl* exists and I’m proud to be a part of it. I believe this film will show kids growing up today—both girls and boys—that aviation is, a place for girls and women. It was a phenomenal experience to be interviewed for the film at Kennedy Space Center under Space Shuttle Atlantis about my journey towards becoming an astronaut. The filming happened after hours, which meant we had the place to ourselves. It was a once in a lifetime experience, I will never forget.”

*Fly Like A Girl* enjoyed success on the 2019 film festival circuit, where it won many awards and played to sold-out screenings at festivals across the US. ***Fly Like A Girl* is available now for streaming on all major services.** Here is a link to the [Fly Like a Girl official trailer](#)

Passion comes when you find something that you truly love to do. Do not be afraid to be the first or let someone else put an idea in your head that prevents you from exploring all your options in this life.



## Dennis Brown's Going Away Party

By RAA Secretary Cindy Gablin

October 10, 2020 was a beautiful sunny day at Redlands Municipal Airport. It was also a day to celebrate one of our airport's most notable pilots, Dennis Brown. As I am sure everyone knows by now, Denny is off to another chapter in his life as he moves to Reno Nevada with lovely Diane and Sasha.



Back in 2014 when we started seeing a mountain of dirt being piled high at the approach end of runway 26, Denny saw the need for the airport community to advocate for our airport. Denny was one of the founders of the RAA and became our Safety Officer until this past June. He was always the first to flip pancakes or burgers at our events. He did a great job organizing and judging during the Flour Drop contest and the Spot Landing Contests. He was also an awesome Santa during our five years of "Stuff a Plane with Toys for Tots".

I, among others, really appreciate all the work he did for the airport and the RAA. As the RAA Safety Officer, he wrote many interesting safety articles in our quarterly newsletters.







Many of Denny's friends gathered to honor our friend, instructor, mentor, pancake & burger flipper, and airport advocate. The farewell party was a great turn out with roughly 70 people celebrating Denny. We all enjoyed a lunch with hamburgers and hot dogs, thanks to chef Russell, in addition to all the extras. After a couple hours of "distant socializing", Denny was presented with a plaque made specially for him as a memento from all his friends at the airport (thanks to Clif & Angela Hoover).

As Denny & Diane are moving into a brand-new home, he was also presented with a sizeable gift card to Home Depot for all those "honey do's" along with some spending cash, so they can relax & enjoy. Thank goodness this is not good-bye as I'm sure we will see him occasionally when he travels back down to Redlands for a visit. I'm also sure, he will be happy to see us when we visit the Reno Air Races.

Denny was extremely honored and overwhelmed by all the love he received. His thank you letter is copied below.



*To all pilots at REI,*

*With all of the gratitude I can muster, I want to thank the Redlands Municipal Airport Community for the wonderful luncheon and tribute given to me. I never realized the amount of caring offered by pilots of Redlands. I was and continue to be entirely overwhelmed by the event.*

*It is gratifying that during my life at the airport, I was so honored. I have tried to be a good community member by sharing knowledge, experiences, techniques, and goodwill during my 53 years I have been privileged to be on this field.*

*Airshows, pancake breakfasts, social gatherings, and issue concurrence all make this place a haven for pilots and aircraft owners. It is my wish that it continues to be exactly that. Consider the difference between other airports and REI. They all welcome aircraft to land and take off, but there is a presence here of good, solid aviators that try to assist, and help those in need of transportation or mechanical assistance. That does not exist at every aerodrome. It is what makes our airport special.*

*As Diane and I go to Reno (RTS), I will do my best to represent the pilots at Redlands and point to them as the finest examples of how aviation should be done.*

*Stay safe, fly well, and be kind to each other.*

*With my true and warmest regards,  
Denny*



## **Class B Airspace**

Class B airspace is generally airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports in terms of airport operations or passenger enplanements. The configuration of each Class B airspace area is individually tailored, consists of a surface area and two or more layers (some Class B airspace areas resemble upside-down wedding cakes), and is designed to contain all published instrument procedures once an aircraft enters the airspace. ATC clearance is required for all aircraft to operate in the area, and all aircraft that are so cleared receive separation services within the airspace.

## **Class C Airspace**

Class C airspace is generally airspace from the surface to 4,000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C area is individually tailored, the airspace usually consists of a surface area with a five NM radius, an outer circle with a ten NM radius that extends from 1,200 feet to 4,000 feet above the airport elevation. Each aircraft must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter must maintain those communications while within the airspace.

## **Class D Airspace**

Class D airspace is generally airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and, when instrument procedures are published, the airspace is normally designed to contain the procedures. Arrival extensions for instrument approach procedures (IAPs) may be Class D or Class E airspace. Unless otherwise authorized, each aircraft must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while in the airspace.

## **Class E Airspace**

Class E airspace is the controlled airspace not classified as Class A, B, C, or D airspace. A large amount of the airspace over the United States is designated as Class E airspace. This provides sufficient airspace for the safe control and separation of aircraft during IFR operations. Chapter 3 of the Aeronautical Information Manual (AIM) explains the various types of Class E airspace. Sectional and other charts depict all locations of Class E airspace with bases below 14,500 feet MSL. In areas where charts do not depict a class E base, class E begins at 14,500 feet MSL. In most areas, the Class E airspace base is 1,200 feet AGL. In many other areas, the Class E airspace base is either the surface or 700 feet AGL. Some Class E airspace begins at an MSL altitude depicted on the charts, instead of an AGL altitude. Class E airspace typically extends up to, but not including, 18,000 feet MSL (the lower limit of Class A airspace). All airspace above FL 600 is Class E airspace.

## **Class G Airspace**

Uncontrolled airspace or Class G airspace is the portion of the airspace that has not been designated as Class A, B, C, D, or E. It is therefore designated uncontrolled airspace. Class G airspace extends from the surface to the base of the overlying Class E airspace. Although ATC has no authority or responsibility to control air traffic, pilots should remember there are visual flight rules (VFR) minimums that apply to Class G airspace.

***Enjoy, fly safe. Merry Christmas!***

## Awards, Endorsements & New Ratings @ REI



### *Larry Rice* Wright Brothers Master Pilots Award

The Wright Brothers Master Pilot Award was established by the Federal Aviation Administration (FAA) on October 11, 2003 to recognize pilots who have practiced safe flight operations continuously for 50 years or more. It is the most prestigious award the FAA issues to pilots. RAA member Larry Rice earned this award from the FAA earlier this year. His name will be added to the FAA's published "Roll of Honor" of Master Pilots.



RAA member Larry Rice began flying May 17, 1969 at the age of 18, and his first solo flight was on December 10, 1969. He received his Private Pilot certification on April 22, 1970. He also holds a Commercial Pilot, Flight Instructor, Advance Ground Instructor, Instrument Pilot, Instrument Flight Instructor, Multi-engine, Multi-engine Flight Instructor, and Remote Pilot Certifications. He has also completed his Mechanic Power Plant Rating. Larry's career/hobby in aviation spans 51 years. He has been a Certificated Flight Instructor (CFI) since 1971 when he was a part of the San Bernardino Valley College Flying Club. As a part of the Flying Club he provided flight instruction for other students and participated in National Intercollegiate Flight Competitions in California, Illinois, and Arizona. The competitions included Preflight and Safety Inspections, Accuracy Landings, Cross Country Planning, Navigation, Balloon Drops. While attending San Bernardino Valley College, Larry earned an Associate of Arts degree in Business and Aeronautics. After graduation, he attended Cal State San Bernardino where he earned a Bachelor and Master's in Business Administration.

In his early years he worked at Miro Aviation and Century Aviation in Rialto, CA, as well as Colton Air Park. In 1980 he began a career with Kaman Bearing and Supply Company working as a corporate pilot, before moving into management positions within the company. He retired after 33 years. During that time, he continued to provide flight instruction in his free time. In retirement he established "Old Guys CFI", and has worked with All American Aviation at Rialto Airport and Flabob Airport in Rubidoux, CA. Just as important though, Larry has continued flying for fun. His family loves flying with him in his Piper PA28-181 and hanging out at his hangar at Redlands Airport, which has become a second home.

Through all these accomplishments, he never lost sight of the beginning of his flying career/hobby. He has and continues to work part time, on and off, for many of these 50 years as an adjunct professor at San Bernardino Valley College teaching private pilot, instrument, and weather classes. His love of flying and love of teaching have been a perfect combination to teach current and future pilots safe flight operations.

**Congratulations Larry on this noble achievement!**



## ***Ken Summers***

### **Private Pilot SEL & Tailwheel Endorsement**

Redlands Aerosports, CFI Dennis Brown

Congratulations goes out to Ken (Kenny) Summers for earning his private pilot license in October 2019. We just learned of this, but he should be recognized for this achievement. Kenny kept on learning too! In late September, this year, he received a tailwheel endorsement. Well done Kenny!



## ***Doug Wolfe***

### **Instrument Rating CFI's Jim Pickens (REI) & Norm Robinson (APV)**

Congratulations Doug on earning your instrument rating on 11-17-20! An instrument rating is a tough rating to earn. It requires learning many new rules and flying skills. Doug should be really proud of this achievement! We wish you many years of safe and enjoyable IFR flying!



## ***Fred Flora***

### **Instrument Rating CFI Mark Cole (TOA)**

Some of you may remember Fred. He is an RAA member and he earned his PPL here at REI a few years back. Glad to see he has continued his aviation studies. He earned his instrument rating on 12/9/2020 in Torrance. Well done Fred! Congratulations from all your REI friends!





## The REI Airport Squawk List

<u>Date</u>	<u>Reported By</u>	<u>Discrepancy</u>	<u>Hobbs</u>	<u>Cleared By</u>	<u>Corrective Action</u>	<u>Date</u>

Many of our members have no idea of all the airport adventures the RAA board gets involved with. We really try hard to keep REI safe, maintained and economically viable. Being a board member is not a boring volunteer opportunity. We all believe there is great need for users to advocate for their airport with a group such as the RAA. We think we do a great job in that regard and we would like members to know just what we are doing. By keeping members in the know, hopefully we will have our efforts supported by all.

Many of us are familiar with a squawk list. If you are not, it's typically a report made by a pilot or mechanic on issues affecting an aircraft. Going forward we will be publishing a quarterly *airport squawk list* of items the RAA board is working on at REI.

### Squawk

Water department access gate torn down at Pioneer and Judson.

Central gate reported stuck open.

Runway lights did not operate at dusk.

Runway sweeping attempted w/o NOTAM

Redlands Aviation ran out of fuel

Request City to develop an online payment system for gate card renewals

CFI Struck Bird

Transients entering the airport are aware of the lobby gate code

### Status

Reported to Redlands PD- City has repaired.

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Reported to Tim Sullivan City of Redlands- City replaced and adjusted photocell.

Reported to Chris Boatman City of Redlands- He stated he will review maintenance procedures requiring NOTAM's with his staff.

Communicated fuel status to members and Jim Ott, Redlands Aviation

RAA project in progress

Notified CFI of the online wildlife strike report. The CFI completed the FAA wildlife strike form.

Reported to Tim Sullivan. City has updated gate codes and installed keypads at city pilot lounge

# RAA Membership & Annual Dues

RAA 2020-2021 membership dues are payable in June. Of the 170 folks on our distribution list, we have only collected dues from 47 members. Maybe it's because we haven't met in person due to the pandemic? Member dues are used to promote our airport and general aviation. **Almost all of it** gets used for projects, fun events, and expenses. If you have already paid, thank you! If you haven't renewed your membership, it's not too late!

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).

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!**

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

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## 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.



## Donating to the RAA thru Amazon Smile

**The Redlands Airport Association 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.

**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.

**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](https://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?





Dear Friend of CalPilots /ACA PAC:



How do you protect your airport and airports you fly to consistently? Airports are not usually closed by members of Congress or Senators; they are closed by local county supervisors and city councilmembers. These are the people who need to understand the value of their airports. CalPilots has teamed with the Association of California Airports/ACA to form a Political Action Committee (PAC) through which we can educate elected officials to ensure they understand the value of their local airport. We ask that you make a non-tax-deductible contribution to our Political Action Committee to help support persons and legislation on our behalf.

California Pilots Association has worked tirelessly to protect airports throughout the state.

Although not an exhaustive list, during 2020, CalPilots have worked with pilots located at Reid Hillview, Ukiah, Delano, San Carlos, Stockton, Riverside, Gness Field, and Red Bluff to address various land use issues and potential runway closures. We are involved with a large Wind Farm issue in Shasta County. We present at the FAA conferences (when held) regarding the numerous airports subjected to new NOAA regulations controlling airspace, control that should be exclusive to the FAA.

Sometimes when we see the big news, like Santa Monica not only reducing the runway length, but decreasing safety by removing pavement that could be used in an emergency, we think, well, that's their problem in Santa Monica. But the result of Santa Monica's actions are being felt in Van Nuys, Burbank, LAX, and Hawthorne, who are receiving the traffic that used to go to Santa Monica and their neighbors aren't happy about it. With the advent of GPS WAAS approaches, aircraft are all appearing exactly over single points... bringing noise and the potential for an airport shut down.

Many of you may have noticed as you did your 2019 taxes, the standard deduction is much higher, making it much less likely a tax-deductible donation would affect your taxes this year. If you are in that situation, as many Californians are, please seriously consider a PAC donation so we can make your voice heard.

Here is the link to our Donation page for your convenience. Link Here:

<https://calpilotsmember.website/donation.html#!form/Donation>

Or, of course, you could send a check to the CalPilots/ACA PAC at the address on the bottom of this letter.

Thank you,

For the CalPilots/ACA Political Action Committee

# Something to Make You Smile

By RAA Director Walt Ferar

*Tool Definitions from the Internet- Author unknown*

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh—!'

**SKILL SAW:** A portable cutting tool used to make studs too short.

**PLIERS:** Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

**BELT SANDER:** An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**WISE-GRIPS:** Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

**TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

**BAND SAW:** A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

**TWO-TON ENGINE HOIST:** A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**STRAIGHT SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.



# RAA Classified Ads & Advertising



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FACSIMILE 909.475.0909



**Redlands Aviation**  
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**Jim Pickens** [jpickens57@yahoo.com](mailto:jpickens57@yahoo.com)

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[OldGuysCFI.com](http://OldGuysCFI.com)

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[dennis.brown.race29@gmail.com](mailto:dennis.brown.race29@gmail.com)

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## Redlands Airport Association

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Ted Gablin	President
Phil Ensley	Vice-President
Bob O'Connor	Treasurer
Cindy Gablin	Secretary
Dan Chapman	Safety Officer
Walt Ferar	Director
Sherry Ferar	Director

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

## Upcoming Airport Events

**Sunday Morning REI Breakfast Club** - VFR Sunday Mornings at 7:30 am.  
Meet at the REI public lobby.

## Important Meetings

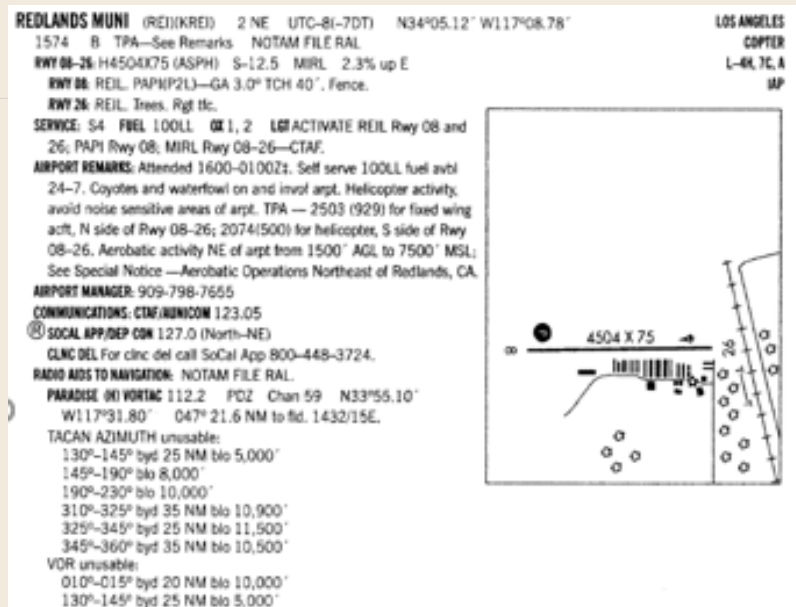
**The Redlands Airport Association** meets on the 4<sup>th</sup> Wednesday of every month at 6pm in the public lobby at REI

**Redlands City Council** meets 1st and 3rd Tuesdays of the month at 6pm. Agendas are posted 72 hours in advance for City Council meetings and Planning Commission meetings. Link for agendas and videos of previous meetings: <http://www.cityofredlands.org/cms/one.aspx?pageId=7087893>

**Redlands Airport Advisory Board** meets the 3rd Thursday 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."*



Not for Navigation