

# Redlands Airport Association Newsletter



Chapter of California Pilots Association



## *The Mission of the RAA*

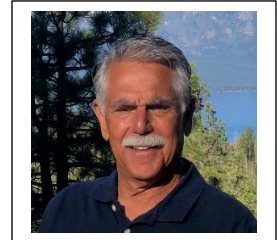
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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



The new year has started with some really good news. The best news is that COVID infections are slowing. We are all hopeful that life can get back to pre-pandemic levels soon. Another bit of good news concerns the increased flight training activity at REI. It sure seems that fixed wing flight instruction is very active at REI. There are 10 students highlighted in this newsletter for achieving some flight training milestone. That is awesome! I am sure there were a few more student successes this quarter at REI that just didn't get called to our attention.

The latest drama at REI concerns the new approaches being developed for runway 24 at SBD that are in proximity to REI's traffic pattern. It is likely they will be approved by the FAA at some point. We have known they were coming for a couple of years. We have had opportunity to provide input and consider alternatives too. Having known about this in advance will give us an opportunity to learn how to fly safely with the new traffic going into SBD.

It's a good time to remind everyone about the value of having an organized group to advocate for our airport. Even though the new SBD approach is a serious concern for our airport, the simple fact that the RAA exists has helped all of us tremendously. When UPS initially communicated their proposal for an SBD runway 24 approach, our airport association facilitated the meeting so everyone including the city knew what was coming our way. With member input we were able to suggest some changes to the approach. Airport tenants worked with the city to develop and implement a rudimentary warning system using our Super Unicom. Finally, our association worked collaboratively with the AAB to get them involved with the proposed approach so they can properly brief Redlands officials.

Only a few short years ago there were some really bad things that happened to our airport. Two of these include the construction of a reservoir less than 2000' from our runway and an 85' high dirt pile next to our runway 26 approach. These things happened without the airport community's advance knowledge. We didn't get a chance to input before these happened and had to fight like hell to mitigate both hazards. What a difference a user's group can make!

It is great to hear our members speak-up about the SBD approaches by voicing concerns at meetings or submitting written comments. It does make a difference when our members speak up. Whatever happens with this airport issue or any others, it will be better by having the support of an association of REI users advocating for our airport.

# Airport Updates

## **City of Redlands Gives Coyote Aviation Notice of Lease Termination**

On March 17<sup>th</sup>, the City of Redlands gave Coyote Aviation Corporation formal notice of lease termination. The city claims Coyote Aviation did not provide timely written notice to the City 45 days prior to the termination date of the lease to exercise an option to extend their lease. Coyote has been given 30 days to surrender the property in the same or better condition as it existed at the time of approval of the Lease and with all of Coyote Aviation's improvements removed from the property. The Coyote complex consists of 16 T hangars and was constructed in 2000.

Coyote principal, Gil Brown, disagrees with the city's interpretation and alleges that lease ambiguities led to the disagreement. He has notified Coyote Aviation tenants and hangar owners of the situation. He has hired legal counsel and has committed to fight the lease termination.

Redlands Community Services and Facilities Development Director, Chris Boatman, has made public statements on many occasions stating rent the city receives from the city hangars is the largest revenue producer at the airport, more than revenue produced by the existing ground leases and as such, is subsidizing the airport. City officials including the mayor have stated Redlands wants to build more hangars as they realize it will help them generate revenue to grow the airport. Unfortunately building hangars is expensive and there are no funds budgeted by the city for constructing hangars.

Given the demand for hangar space, it is unlikely the Coyote hangars will be torn down. As this is the second incident in recent months that involved the city giving hangar owners notice to vacate, it appears that the city may be trying to take advantage of legal opportunities to seize hangars owned by others as an alternative to building hangars.

We will keep all updated on any information we receive on this situation.

## **FAA COVID 19 NOTAM 1/2431**

Planning a flight to Mexico, Canada, the Bahamas or? You may want to pay attention to this NOTAM as it has requirements for general aviation that must be met before you can reenter the US. Here is the NOTAM:

*FDC 1/2431 (KFDC A0014/21) FDC Special Notice of Public Health Requirement for All Air Passengers Entering the United States (U.S.) and its Territories.*

*All air carriers and other aircraft operators departing a foreign country intending to land in the U.S. or a U.S. Territory are advised the U.S. Centers for Disease Control and Prevention (CDC) issued an order, effective 26 Jan 2021, prohibiting the embarkation of any air passenger on a flight to the U.S. from a foreign country unless the passenger, in accordance with the specific terms of the CDC order, presents documentation of:*

- 1) A negative result for a pre-departure test for SARS-COV-2 (the virus that causes COVID-19) taken no more than 3 days in advance of departure; or*
- 2) Recovery from COVID-19 within the previous 3 months or as specified in CDC guidance.*

*Effective immediately, all affected operators are strongly encouraged to familiarize themselves with this CDC order, which provides important details, including info on: applicability; exemptions; criteria of a qualifying test; requirements for documentation of recovery, including a positive test result for SARS COV-2 and confirmation from a licensed health care provider or health official that the individual is cleared to travel; passenger attestations; and compliance implementation, including requirements levied directly on operators. This CDC order and a link to FAQs may be found*

*at: <https://www.cdc.gov/quarantine/fr-proof-negative-test.html>*

*Non-urgent questions regarding the CDC order may be directed to [eocgmftcommsme@cdc.gov](mailto:eocgmftcommsme@cdc.gov) Operators should also refer to FAA SAFO 20009, as discussed in the CDC order. - Urgent questions may be referred to the FAA Washington Operations Center at (202) 267-3333. - The FAA is issuing this NOTAM in support of extraordinary public health measures in the face of a global pandemic.*

## Wildlife Strike Reporting Effort @ REI

# WANTED



### Wildlife Incursion Reports

Contact the FAA @ <https://wildlife.faa.gov/home>

OR

Ted (909) 557-5292

Phillip (951) 323-4129

Bob (909) 240-6751

Walt (909) 213-4403

They will take your report and forward it to the FAA.  
These reports will help REI obtain airport improvement dollars.

It's no secret we have a coyote problem here at REI. REI is in their backyard. Our airport fence doesn't keep them out and the avocado groves, trash and neighborhood pets provide them a food source. We all have seen them on the runway. Sometimes they are on the runway when we are landing and taking off. We haven't had an accident yet, but the potential exists.

The FAA has a wildlife strike online reporting system to report encounters between aircraft and wildlife, which includes birds, coyotes, and other animals. This is a problem for all of aviation. Remember Sully? The strike data can be used by the government to determine the extent of the problem and when mitigation is required. But when we look up activity at REI there are only a few reports.

Even though we know we have a coyote problem at REI, the FAA data doesn't support the claim. The city does recognize the problem. Both Will Hamilton and Bruce Shaffer have seen the coyotes at the airport. Bruce has submitted a request for an FAA grant

to perform a wildlife assessment, perform a design and construct a wildlife fence. This is a 4-year process starting this year and will cost more than \$ 3.3 million. Obviously, we would like to see this happen. We do have a problem here. We just want to be sure the FAA data on wildlife strikes supports the project. You don't have to hit a coyote to make a report. If you must take any evasive action to avoid a coyote while taxiing, taking off or landing, it's reportable.

Reports are filed online on an FAA website at this link: <https://wildlife.faa.gov/add>. It takes about 5 minutes to make a report. That said, we know that many of our pilots are not fond of making any report to the FAA so some of you may need some help. We have hung posters all over the airport with the website URL and the phone number of a few RAA board members that can help you or, if needed, make the report on your behalf. Please help us get the wildlife fence installed at REI. We don't want to see any plane vs coyote accidents!

## Redlands City Council Notable Activities

- On January 19<sup>th</sup>, Councilmembers Paul Barich and Eddie Tejada were elected mayor and mayor pro-Tem by the Redlands City Council. They will both serve two-year terms.
- At their February 16<sup>th</sup> meeting the Redlands City council approves Paul Barich as the primary council liaison for the Airport Advisory Board and Councilman Eddie Tejada as the alternate. Tim Sullivan is assigned as the staff liaison for the board.

## 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. Meetings are held on the third Thursday of the month at 6pm.

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 (one vacancy currently exists):

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 meetings are normally held in the Redlands City Council chambers and occasionally the REI public lobby. Because of COVID concerns, the city has made changes to how public meetings have been held. Most of Redlands Boards and Commissions are held via Zoom conference. These meeting protocols are anticipated to remain during the pandemic. Unfortunately, the format currently used by the city does not give the public an opportunity to interact directly with board members. Members of the public that desire to comment on the agenda or any other airport issue are asked to submit written comments (250 words or less) via email to Bruce Shaffer in advance of meetings. Here is a summary of significant items discussed at this quarter's AAB meetings:

### **1-21-21**

*-Bruce Shaffer shared an update on airport operations and maintenance issues. He also gave an update on efforts to secure quotes for an updated airport master plan and airport land use compatibility plan. Grant funding will be pursued for these projects.*

*-Chris Boatman reviewed airport revenue generated from ground leases and hangar rent at city hangars*

### **2-16-21 Special Meeting**

*-The AAB scheduled a special meeting to discuss an upcoming 3-day FAA Zoom call about the proposed SBD Visual RNAV Rwy 24 approach. The AAB formed a subcommittee to review the proposed approach and make recommendations to council and to draft a comment letter to the FAA. The committee consisted of Bob Pearce, Jim Pickens and Renea Wickman.*

### **2-18-21**

*-The AAB unanimously approved the committee letter drafted by Bob Pearce, Jim Pickens and Renea Wickman for distribution to the FAA. The letter will represent the boards official recommendation to the Redlands City Council regarding the approaches. It was also noted at this meeting that AAB members Pearce and Pickens would be on the FAA Zoom call to support Bruce Shaffer.*

### **3-18-21**

*-Discussed allowing REI tenants that are not Redlands residents being eligible for serving as board members*

*-Bruce Shaffer announced the installation of video cameras at the lobby.*

*-Reviewed RAA Zoom Call notes regarding flipping REI patterns for the proposed SBD Rwy 24 approaches.*

*-Discussed holding chair elections in May*

There is a potential to have some vacancies on the AAB on May 1. One vacancy exists at press time, two other members terms expire on that date (they can choose to renew too!). It is critical for the airport to have engaged board members. We appreciate the current board members time and efforts, but only two have any aviation experience. Many on the board do not interact with REI tenants and are seldom seen at the airport. Engaged REI tenants that are Redland's residents are encouraged to apply for these vacancies when they are available. AAB Applicants should have some aviation background, be diplomatic, communicate well and have a passion for REI. The city posts vacancies for all its boards and commissions on their website at this link: <https://www.cityofredlands.org/current-openings> The next AAB meeting will be held on April 15, 2021.





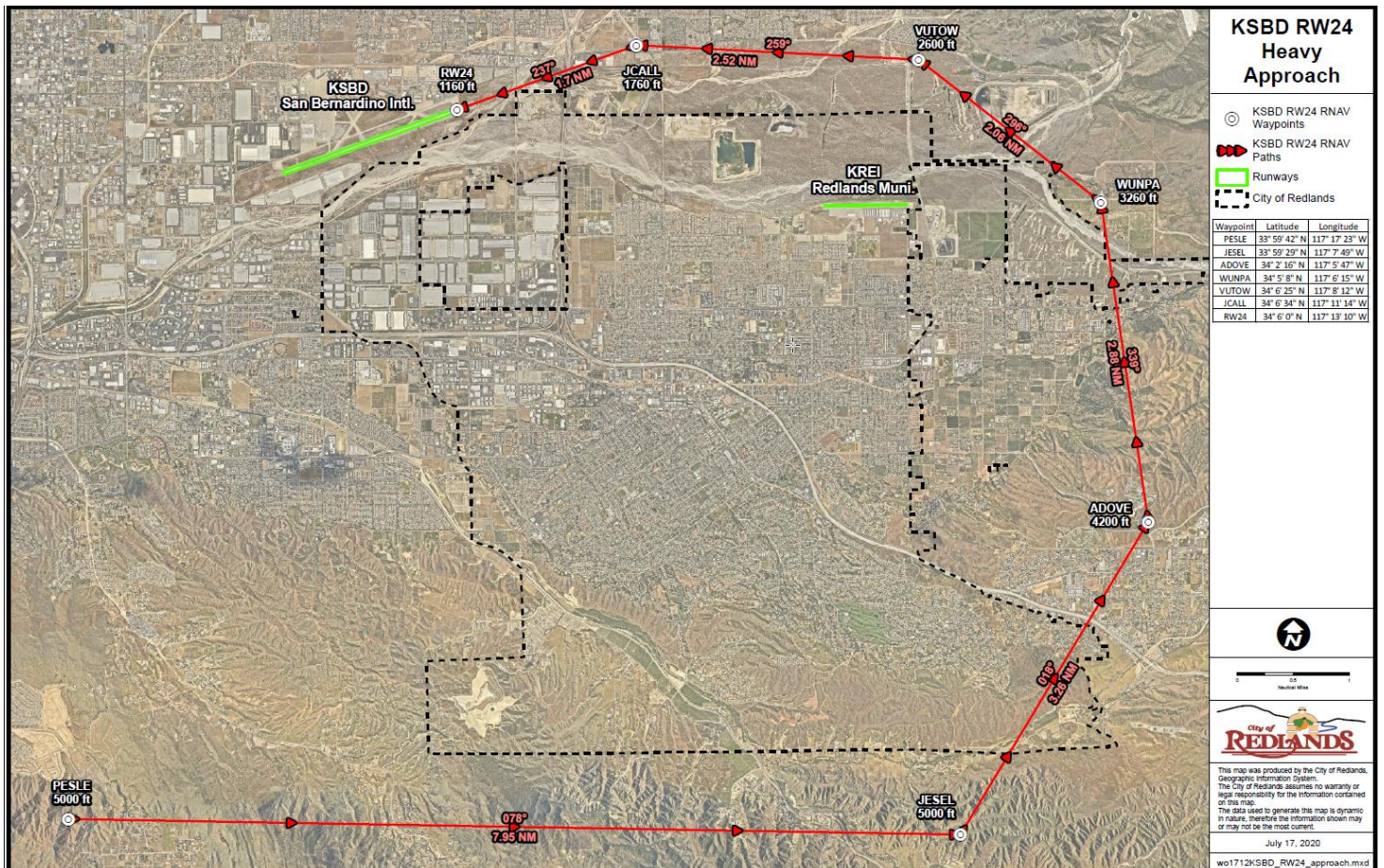
# Update on SBD Runway 24 Approach Development

By RAA President, Ted Gablin

As most of you are aware, the new Eastgate air freight logistics center will soon open at San Bernardino Airport (SBD). The air freight requirements associated with the 3 or more Amazon fulfillment centers have generated the need for this facility. There are jobs and big money associated with this air freight business and it's a win for SBD, Amazon, and others. It will also generate tax revenue and jobs in the local community.

The increase in air freight will also drive additional flights into and out of SBD. In 2018, pilots at Redlands Airport were contacted by UPS personnel. UPS operates out of Ontario Airport, but their ramp space is limited. It made sense for them to start flying into SBD. They have been increasing their presence since. They are followed by Fed-Ex and Amazon's contract carrier, Prime Air.

To take advantage of the freight business at SBD, UPS wanted to be able to access the east side of the airport when the prevailing westerly winds exceeded 15 knots. So, they developed an approach to SBD's runway 24. The flight path for this approach was next to Redlands Airport (REI) and they recognized a need to minimize conflicts with REI aircraft. With some input from local pilots, UPS developed an approach that could be used during good visibility that starts over Moreno Valley, goes easterly to south east Redlands, crosses Crafton Hills, and then turns west along Greenspot Rd. towards SBD. I have attached a plot of the approach from the City of Redlands. We were told by UPS that this approach would only be used by them and it would only be used during periods when westerly winds exceeded 15 knots.



Many REI pilots are concerned about sharing the sky with large jets. The big safety concern for REI pilots is with the increase in jet traffic in such proximity to REI, the potential for a wake turbulence accident will increase significantly. Wake turbulence from a large aircraft can flip a small plane in flight. This would not be a good thing if that small plane was at low altitude in a traffic pattern. Of course, there is always potential for collision too.

The City of Redlands and some very tech savvy pilots at REI worked with UPS to develop an early warning system of sorts to alert pilots of an incoming UPS jet. The city paid for some equipment upgrades at REI to facilitate this warning system. UPS did some testing in 2019 and came back to visit pilots at Redlands again and gave us an update on their efforts. All was quiet until early in February, this year, when we learned the UPS approach was being reviewed by the FAA.

In late February, there was a three day Zoom call with the FAA's Air Traffic Organization Risk Management group. This was not a public call. It involved various FAA officials, San Bernardino International Airport Authority administrators, the SBD control tower contractor, Hughes Aerospace, and UPS. Two REI Airport Advisory Board members that are experienced pilots were on the call with the REI airport supervisor to support REI. REI pilots were given an opportunity to submit comments and suggestions prior. But our AAB members that participated shared the FAA panel was not very receptive to the suggestions. The FAA's recommendations made on the call for safe operations at REI focused on pilots seeing and avoiding each other and education. Other feedback we heard from the meeting included the approach will be used by other carriers servicing SBD and there may not be public hearings on any approaches being developed for SBD.

They have built many homes in East Highlands since Norton AFB closed. There is an elementary school in Highland built in 2005 that is almost under the flight path. The flight path also passes near Yucaipa High School and Crafton Hills College. I am not sure many are aware of the development of this approach to SBD. The potential for noise complaints is significant and ultimately it may be a barrier to large aircraft using the new runway 24 approaches with great frequency.

The RAA sponsored a Zoom meeting on 3-10 with members to solicit pilot input regarding a suggestion to swap REI's traffic pattern for fixed wing south of the runway and helicopter traffic to the north. The thought is the swap would move fixed wing traffic out of the proposed approach to SBD and helicopters on the north side could fly a lower tighter pattern and will be out of the way.

Most on the call thought the idea had merit and was worthy of future consideration if warranted. But no one on the call was willing to request the swap to be initiated. The swap had its own issues with the potential for noise complaints to doom REI's existence.

On March 17th, I spoke with Chris Harris, FAA Flight Procedures and Airspace Group, Western Section. He shared the proposed RNAV Visual Approach to Runway 24 at KSBD designed for UPS by Hughes Aerospace is not currently approved. It is pending mitigation/resolution of risk identified during a recent Safety Risk Management Panel convened by the Air Traffic Organization. He shared that some changes to the approach (path and altitude) were being considered to minimize risks. He also shared the growth at SBD is likely to continue, and the FAA is very interested in finding the safest solution possible for both airports.

Chris also shared a comment that was also mentioned by Dave Zamiska, the UPS Captain involved in the development of the approach. The FAR's allows a pilot on a visual approach without a charted procedure to fly to the landing runway in any manner if they remain in visual conditions. So, if there were not a charted approach into runway 24 at SBD there would still be heavy jets overflying REI. Having the approach provides a predictable path and is a safer alternative for heavy jets landing on runway 24 at SBD.

It is reasonable to expect we will be living with heavy jet traffic over and near REI as SBD grows. The RAA boards focus will be on helping pilots see and avoid these aircraft. Safety seminars on wake turbulence, collision avoidance and possibly future meetings with SBD tower personnel are all ideas we have discussed to keep operations safe at REI.



## The Proposed Closure of Stovepipe Wells Airport (L09)

By RAA President, Ted Gablin

There are two airports operated by the National Park service (NPS) within Death Valley National Park. These include Furnace Creek (L06) and Stovepipe Wells (L09). They provide great park access to the general aviation flying community. Death Valley National Park is a long way from anything by car!

The most known of the two is Furnace Creek Airport (L06). It provides access to [The Oasis in Death Valley](#) (Formerly Furnace Creek Inn). This resort includes the *Inn at Death Valley* (a 4-star hotel), restaurants, golf course and the *Ranch at Death Valley*, a more budget friendly hotel. The other airport, Stovepipe Wells (L09) is about 25 miles north west of L06 and is lesser known. There are no services or aircraft fuel available at either airport. Runway conditions can be dicey at both airports as the asphalt takes a beating from the extreme summer heat.

In mid-December last year, CalPilots learned from the Recreational Aviation Foundation (RAF) that the National Park Service (NPS) is considering closing the Stovepipe Wells airport in the Death Valley National Park. Calpilots learned the NPS was soliciting public comment from November 20 thru December 23, 2020 regarding the future use of the park's Stovepipe Wells Village. One of the park's proposals is to change the Stovepipe Wells airstrip into a dedicated night sky viewing area. The NPS make further claims citing Stovepipe Wells airstrip is hardly used by visitors and the area could be better utilized by those wishing to enjoy dark sky astronomy afforded by Death Valley. As the airport is closed to night



operations, it is unclear to how the airports existence impedes night sky viewing. Perhaps NPS simply is trying to avoid the maintenance expenses associated with runway repaving. If this proposal is approved the airstrip is in danger of being closed entirely to aircraft.

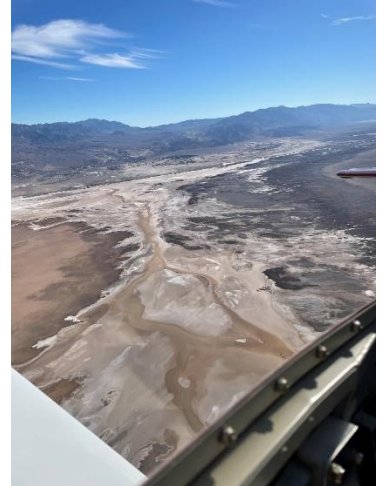
Between the RAF, Calpilots and some of its member chapters, including the Redlands Airport Association (RAA), an effort was made to gather more than 400 comments from the pilot community by the December 23<sup>rd</sup> deadline. According to the RAF, if the Park Service did not receive at least 400 comments from the pilot community regarding Stovepipe Wells, they will ignore the pilot's input. There has not been any information about next steps from the NPS on the fate of L09 since the comment period deadline has passed.

One of our RAA members, Jim Pickens, was a former tenant of Fullerton Airport (KFUL). He has friends in the Fullerton 99's and they contacted him to let him know about their plans for the flyout to Stovepipe Wells on January 30<sup>th</sup>. The stated purpose of this fly-out is to show support for L09 by demonstrating the aviation community's interest in Stovepipe Wells Airport in addition to having a good time. The Fullerton 99's also contacted others in the Southern California basin, as the event was well attended by pilots from Fullerton, Redlands Riverside and Corona.



Saturday January 30<sup>th</sup> was a perfect day for a fly-out to Death Valley. It had just finished raining for three days in Southern California. The air was crystal clear, and visibility was unlimited. There was snow all over the mountains. The atmosphere cooperated too, as there were no surface winds or serious winds aloft. It was a beautiful day to fly. Death Valley is best described as magnificent desolation. Except for the summer months, it is worth a visit.

In all, at least 18 aircraft participated. The NPS ranger that showed up did get to see all these aircraft parked on the side of the single runway without a taxiway at Stovepipe Wells. I estimated between pilots and passengers, at least 30 people signed the National Park Service guest book located on a pedestal at the airport that day.



A secondary benefit of the flyout included learning that within a short walk ( $\frac{1}{4}$  mile) of L09 there is a campground, general store, small hotel with a pool, saloon, and restaurant in Stovepipe Wells. The group kept the restaurant busy as they all decided to enjoy a great lunch prepared at the Bad Water Saloon. The cook had a busy day for sure! Yes, [Stovepipe Wells in Death Valley](#) can also be a destination for your next flying adventure.

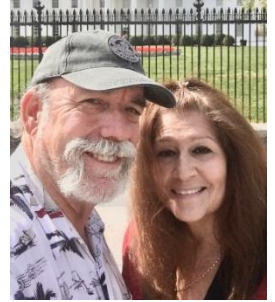
I, along with many others, hope the public comments and the visibility of the fly-in will demonstrate to the NPS that Stovepipe Wells airport should remain open as a general aviation access point to Death Valley for years to come.



## Women in Aviation - Pancho Barnes 1901-1975

By RAA Director, Sherry Ferar

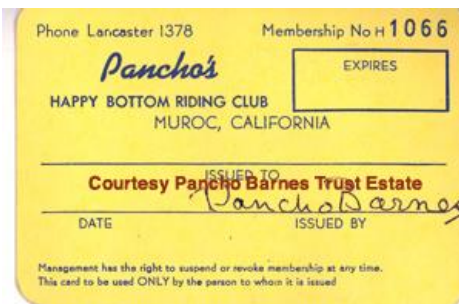
"Pancho Barnes" born Florence Leontine Lowe was quite the character. Aviator, Businesswoman, and friend she was known for her individuality, outsized personality, humor, generosity, and integrity. Florence "Pancho" was the granddaughter of the Civil War balloonist Thaddeus Lowe. She was born July 21, 1901 into a life of privilege in San Marino, near Pasadena, CA.



Florence spent her childhood in a 32-room mansion in San Marino, CA but was not interested in the privileged life instead followed in her grandfather's footsteps with her love of flying. Florence was one of the first female pilots to be licensed in the United States and shortly after took on the nick name of Pancho. She was one of the most respected pilots in the Golden Age of Flight. Pancho got her pilots license in 1928 and entered the first Women's Transcontinental Air Derby in 1929. She was a stunt pilot who performed in many films both silent and with sound. Pancho later founded one of the first unions in Hollywood, The Associated Motion Picture Pilots' (AMPP).

Her flying career included, being Lockheed's first female test pilot, Bendix Air Race Pilot, OX-5 Fraternity, member of the 99's, Barnstormers, and The Silver Wings Fraternity. Pancho became "The Fastest Woman on Earth" on August 5, 1930, over a closed course at Van Nuys CA, she flew 196.19 mph in her Travel Air Model R "Mystery ship" and beat the world's speed record held by Amelia Earhart. (Side Note; Travel Air Manufacturing Company was an aircraft manufacturer established in [Wichita, Kansas](#), in January 1925 by [Clyde Cessna](#), [Walter Beech](#), and [Lloyd Stearman](#)).

Pancho believed that women should be a part of military aviation and founded the Women's Air Reserve. In 1935 Pancho purchased 180 acres at Muroc Dry Lake in the California's Mojave Desert, it was the perfect place to fly with 350 flyable days a year. There was a nearby ranch included where she built an airstrip and facilities for her Civilian Pilot Training Program. In 1939 to celebrate the completion of the airstrip she hosted the first fly-in for the 99's and other pilot friends. In 1941 after the completion of hangars and classrooms at her airport, she enrolled several women into her C. P. T. Program where upon graduation they entered the W. A. S. P. program. Pancho's airport was used by the military to house several top-secret projects. Pancho was very proud of her volunteerism to America's war effort.



After the war, Pancho gained international fame by opening her ranch. The ranch's original name was Rancho Oro Verde, later renamed to The Happy Bottom Riding Club. The origins of the name 'Happy Bottom Riding Club' are not clear, but it is a great name. It is located at what is now Edwards Air Force Base, CA. Pilots could fly into the FAA approved airport, attend RCA sanctioned rodeos, ride one of the 100 quarter horses on one of the 2 racetracks, dance in the dance hall, swim in the pool, have drinks at her bar, check into the 20-room hotel for a stay, or eat the best steak of their lives. In 1946 she announced she would give a free steak dinner to the first man to break

the sound barrier. Chuck Yeager collected that steak dinner October 14, 1947. Later in 1947, Pancho decided to make the club a private club for her friends. General Jimmy Doolittle, Chuck Yeager, and Bob Hoover were some of its first members.

During the height of The Happy Bottom Riding Club's success there were 9000 members worldwide. Some of those members were heads of state, high ranking military, actors, actresses, writers, and artists.

Pancho is affectionately remembered as one of the 100 greatest women in aviation. As a tribute Chuck Yeager dedicated the "Pancho Barnes Room and bar" in the Officers Club at Edwards Air Force Base in 1964. Pancho died in 1975 and her ashes were sprinkled over her beloved ranch which is now part of Edwards AFB. In 1995 her ranch was deemed eligible to be nominated to National Register of Historic Places. Everyone who liked to celebrate life was welcome. Her favorite saying was "When you have a choice, choose happy".



When her fortunes fell, Pancho sold the Mystery Ship, (613K) to Paul Mantz, who first used it in movie work, when it was no longer airworthy, he displayed it in his Movieland of the Air Museum. After Mantz death, the plane was put up for auction. When Pancho herself showed up to buy it back, she had such respect from the community that no one else was willing to bid against her. The Mystery ship sat for years in a hangar at Barnes Aviation in Lancaster CA. Barnes son Bill was doing restoration on the plane until he was killed in a P-51 Mustang crash in 1980, not far from the site of the old ranch. The plane was again sold to a collector in the UK where once again it was cloaked in secrecy while it was undergoing restoration. It reappeared recently thanks to the efforts of Nick Spark who produced the biopic *The Legend of Pancho Barnes and the Happy Bottom Riding Club*.

**Pancho's Restored Travel Air  
Type R Mystery Ship NR613K  
1930 Recordholder 196.19 MPH**



## 2021 RAA Opportunities to Contribute to our Community - Member Input Appreciated!

By RAA Secretary Cindy Gablin



I can't believe we are already at the end of March 2021. Last year was a blur. Our lives were pretty much put on hold due to Covid-19. So much was canceled or not even had a chance to get planned.

In the past, the RAA organized many fun activities at the airport. We wanted to bring the community to the airport to highlight aviation and do a good deed. We always tried to tie an RAA event to EAA Chapter 845's efforts to fly "Young Eagles". Each March, we held a "Spring Fling" where we served up delicious pancake breakfasts as a draw for the EAA Young Eagles event followed by a "Flour-Drop" contest. Each June, we flipped burgers and hot dogs while kids in the community came out for EAA's Young Eagles flights. In August, we held another burger and hot dog BBQ in conjunction with National Aviation Day where we held "Spot Landing" contests.

Our big event every year was the "Stuff a Plane with Toys for Tots" which we held in early November. We held this event for 5 years. Each year it got bigger and better. For the RAA and the Marines our event was a huge success. We collected a lot of toys, both from the airport community and the community at large. In the beginning of December, multiple pilots loaded the toys we collected and flew them all to Twentynine Palms airport (TNP) where we were met by some Marines from the Marine Corps Air Ground Combat Center Twentynine Palms. That was quite an adventure, and all had a great time.

We had quite a few challenges in 2019 with both the Stuff a Plane with Toys for Tots event and the flyout to Twentynine Palms due to last minute insurance and business license requirements. Before we even had a chance to think about having an event in 2020, Covid-19 hit and squashed it all.

COVID is still around this year but with the rollout of the vaccine, it appears cases are dropping rapidly. We are hopeful toward the end of the year, the RAA may be able to plan a charitable event. I want us to think outside the box this year on how the RAA can contribute to the community. The Toys for Tots program is great. We certainly can support it again. Unfortunately, the toys we collected were distributed primarily in the Coachella Valley and in downtown San Bernardino. Not much really went to the communities around the airport. Also, Toys for Tots has become very well supported and there is considerable competition for toy donations.

The RAA board has considered a few ideas on what we should do this year and here's what we have discussed:

- *Continue collecting toys and donations for Toys for Tots.* Rather than having a big event at the airport, we thought we could just have a toy drive. I contacted Jolie Lucas at Oceano Airport regarding their Toys for Tots event last year which they held virtually. She gave me some good ideas if we decide to collect toys this year for Toys for Tots. We could partner with our friends at RIR, HMT, SBD to gather toys. We would advertise our toy drive in the paper, on Facebook, and our website.



- *Partner with the Salvation Army in Redlands on a charity effort.* They collect toys for needy kids in our local communities. We have talked to the local office of the Redlands Salvation Army. They support the San Bernardino County communities of Yucaipa, Redlands, San Bernardino, Rialto, Colton, Fontana, Ontario & Upland. They are always looking for help. Some of the other areas we could help them with include; clothing donations, food donations, money and assistance for their homeless efforts and emergency disaster services.
- *Partner with the Redlands Elks Lodge on a charity effort.* The Elks Lodge does a lot for the community regarding educational and patriotic community-minded programs. These programs benefit special needs children, scholarships, scouting, athletic teams, veterans' works, physical and occupational therapy programs and patriotic programs. We will contact the Elks Lodge to see what if anything the RAA could do to help.



The RAA board is open for suggestions and comments as to what members would like to see us do this year. It is never too early to start planning. If you have ideas and or would like to help, please send an email to [Redlands.airport.association@gmail.com](mailto:Redlands.airport.association@gmail.com).

## **“Safe” Versus “Airworthy”**

**By RAA Safety Officer, Dan Chapman**

We often treat the words “safe” and “airworthy” as if they were synonymous. They’re not. For an aircraft, engine, propeller, appliance, or part to be “airworthy” it must meet both of the following criteria:

- It must comply with its original or properly altered type design.
- It must be in condition for safe operation.

Thus, an airworthy component is safe by definition, but a safe component is not necessarily airworthy. The brake disc was almost certainly in adequate condition to complete the trip safely, but it definitely did not comply with its type design because it was .003” below the minimum thickness (service limit) prescribed by the manufacturer.

Note that the two components of airworthiness are quite different. One is objective, the other is subjective. Whether a component complies with its type design is normally a clear-cut issue; Either it meets specs or it doesn’t. If the brake disc measures 0.327” or more, than it’s airworthy; if it measures 0.326” or less, then it’s unairworthy. On the other hand,



whether a component is in condition for safe operation is subjective. It's someone's opinion. Two mechanics might inspect a damaged rudder, and one might feel that the damage is minor, and the rudder is in condition for safe operation, while the other might disagree.

### **Legal to Fly?**

In a situation like this, how can we know whether or not we're legal to fly? There are two relevant regulations that provide guidance. The first is FAR 91.7:

#### **§91.7 Civil aircraft airworthiness.**

*(a) No person may operate a civil aircraft unless it is in an airworthy condition.*

*(b) The pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for safe flight...*

This is a subtly worded regulation. Paragraph (a) says that we can't fly an aircraft unless it is in an airworthy condition, but it does not explain how pilots are supposed to know whether or not the aircraft they are about to fly is airworthy. As pilots, are we responsible for determining the airworthiness of the aircraft? Are pilots expected to micrometer the brake discs before each flight? The regulation doesn't say, but it doesn't seem like a reasonable explanation. I think the FAA expects aircraft owners to hire mechanics to make these airworthiness determinations – at least one a year – and then abide by those determinations.

Paragraph (b) states that the PIC is responsible for determining whether the aircraft is in condition safe for flight. It doesn't say that the PIC is required to determine if it's airworthy, only whether it's safe to fly. What this suggests is that the PIC is expected to make a subjective determination about safe condition before he flies the aircraft but is expected to rely on mechanics to make the objective determination about conformance to type design. In short, I don't think the FAA expects a pilot to use a micrometer, but it does expect a mechanic to do exactly that.

*[NOTE: Experimental aircraft have no type design, so we can't properly use the word "airworthy" in connection with such an aircraft. All we can say about an experimental is that it "is in condition for safe operation." That's why experimental aircraft don't have an "annual inspection" each year, they have a "condition inspection."]*

The second relevant regulation is FAR 91.407:

#### **§91.407 Operation after maintenance.....**

*(a) No person may operate any aircraft that has undergone maintenance... unless –*

- 1. It has been approved for return to service by a person authorized under §43.7 of this chapter; and*
- 2. The maintenance record entry required by §43.9 or §43.11, as applicable, of this chapter has been made.*

An aircraft is grounded by the very act of committing maintenance upon it. It's ungrounded thereafter only by a maintenance record entry signed by an authorized person (usually an A&P mechanic or certified repair station).

I hope that helps!

***Enjoy and fly safe!***

# Interested in Soaring?

By RAA Member Joe Scarcella

Soaring is an eye opening and enjoyable experience. It is an academic challenge both on the ground and in the air. Learning to soar is quite a bit more than meets the eye, with much new information to be learned. Simple in design and instrumentation, soaring requires a great deal of skill and precision to fly. Though soaring and gliding are terms used interchangeably. Soaring aircraft can ascend, while gliders can only descend. Think of the gliders used during WWII.

Flying behind the tow plane is formation flying, and a forced landing is imminent as there are no go arounds or second chances. It is literally a cognitive sport, requiring knowledge, skills, abilities, and certainly good decision making and judgment before, during, and until the end of each flight. Developing coordinated flight, using stick and rudder, flying behind the tow, and searching for thermal, wave, shear, or ridge lift, at minimum controllable airspeed just above stall are some of the many demands. At first, learning how to stay behind the tow seems overwhelming. When it gets turbulent or when in prop wash, keeping behind the tow and on the horizon takes concentration. Then once released from tow gravity wants to take over acting on and against the aircraft in flight. Now it is up to the pilot and the soaring conditions to stay aloft or land. Thereby, pilots better be prepared for that first forced landing. It does get easier and good energy management is essential.



After several emergency landings, released from tow about 200' above the ground (AGL), just after take-off, confidence is earned, pilots are able to quickly reverse course and land opposite from where they started on the active runway. Learning the procedures, timing, and techniques proves to be a challenge for most as a pitch down attitude, airspeed, and coordination are necessary immediately. Power pilots talk about emergency and off field landings often should the situation arise, but seldom is it something practiced. These new skills and the additional ground school are insightful. The new knowledge is an expansion of what can be learned in aviation. Elements of thermal indexing, weight and balance, glide polars, best glide, speed to fly, lift over drag and L/D max, energy management, boxing the wake, weather, cross country soaring, and other broadens one's understanding and increases capabilities to name a few.

For additional information about obtaining an add-on glider rating, visit the Soaring Society of America at: [www.ssa.org/whatissoaring](http://www.ssa.org/whatissoaring) or give me a call.

**Joe Scarcella, Ph.D.**

**Certified Flight instructor – Airplane and Glider, Designated Pilot Examiner – Glider**

**909.754.9155 | <https://joescarcellaaviation.com>**





## Awards, Endorsements & Ratings @ REI

### ***Doug Ecklund***

1<sup>st</sup> Solo

12/24/20

CFI Joe Scarcella

Joe Scarcella Aviation

Congratulations to Doug Ecklund for soloing the Skipper. Well done Doug!



### ***Robert Tejeiro***

1<sup>st</sup> Solo

1/21/21

CFI Joe Scarcella

Joe Scarcella Aviation

Congratulations goes out to Robert Tejeiro for his first solo. Way to go Rob!

## ***Richie Crowther***

**Private Pilot**

**2/1/20**

**CFI Joe Scarcella**

**Joe Scarcella Aviation**

Congratulations goes out to Richie Crowther for Passing his Private Pilot Checkride. Great Job Richie. I am proud of you. You have the right to be proud. Left Richie and Designated Pilot Examiner (DPE) Norm Robinson right.



## ***Erik Hoel***

**1<sup>st</sup> Solo**

**2/7/21**

**CFI Joe Scarcella**

**Joe Scarcella Aviation**

Congratulations goes out to Erik Hoel on his first solo at Redlands Airport (REI) in the BE 77 Beech Skipper. Very well done. You are working hard.



***Kevin Burgeson*****1<sup>st</sup> Solo****2/4/21****CFI Barry Neumeyer****Westwind Flying Club*****Scott Williams*****1<sup>st</sup> Solo****2/4/21****CFI Barry Neumeyer****Westwind Flying Club**

Both Scott and Kevin started training together and soloed on the same day. You read this right, they soloed on the same day. This was a twofer! Maybe a first at REI. Congratulations to both of you. We are looking forward to both of you earning your PPL.



## ***Wayne Reid Jr.***

2<sup>nd</sup> Solo

2/27/21

CFI Chris Salazar

As it has for a few of us, life gets in the way of earning your PPL. Wayne soloed at REI way back in 2001. His first CFI was his dad, Wayne Sr. Well after a 20-year hiatus, Wayne Jr. is back in the saddle again.



Wayne soloed at REI a second time on 2-27-21 with family, including dad and friends to witness the event. We look forward to celebrating when you earn that long deserved PPL. Congratulations Wayne!

***John Van Blarcom IV***

Instrument Rating

3/6/21

CFI John (Jack) Van Blarcom Jr.

Jack's grandson passed his instrument rating check ride on Saturday 3-6-21. A major achievement being an instrument rated private pilot at 17 years old. His grandpa/flight instructor is super proud. Designated pilot examiner, Donna Webster. Way to go John!!!

***Ken Huffman***

1<sup>st</sup> Solo

3/6/21

CFI Barry Neumeyer

Westwind Flying Club

Congratulations Ken! That PPL is just around the corner.



## ***Fred Flora***

Commercial Rating

2/16/21

CFI Will Stubbs (TOA)

Sling Pilot Academy (TOA)

Although he is not based at REI anymore, Fred is a longtime supporter of the RAA. In December we reported that Fred earned his instrument rating on 12/9/2020 in Torrance. He is still working on his ratings. Fred kept on training and earned his commercial rating on 2-12-21. Awesome! Congratulations from all your REI friends!







## I Remember Jack

By RAA Member Billy DeSilva

I'm really not quite sure when I met Jack Ree. It was well over 20 years ago. It had to be on one of our Coyote Aviation Sunday forays to some not-too-distant airport that served breakfast. As I remember, Jack usually flew alone. When he had his hangar on the east end of KREI, I would help him push 86 Whiskey uphill into it.

Over the years, we became friends. Jack would call in the middle of the week and we'd go fly somewhere. I remember flying to Bullhead City with my brand-new Garmin 196. Ancient history!

Jack was the quietest man I've ever known. Kinda odd, the quietest man paired with the man with the never-ending tongue, but good friends we were. I'd like to tell you Jack's life story, but I really have no idea what it is. Jack never talked about himself or his life. He was content to just listen, or maybe he was just being polite and not interrupting me.

Jack was a good pilot, a great stick and rudder man and a safe flyer. I learned a lot in the right seat. Beyond all that, he was an honorable man. Honest, truthful, intelligent, and wise, he was. His quiet demeanor hid a very sharp and quick mind.

With sadness I watched as age worked its way into his life. Hanging up his pilot's license and selling 86W had to have a negative effect on his soul. After I moved to Utah on every trip south, I'd meet up with Jack at KREI and he'd fly with Gil Brown and me to one of our regular stops. Eventually, it became too difficult for him to climb into Gil's airplane. After that, we drove to meet for breakfast at Flo's in Cherry Valley. Jack Ree passed as quietly as he lived and I'm sure his last report was: ***CHEROKEE 86 WHISKEY, HEADING 270 INTO THE SUNSET. OVER AND OUT.***



# 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. Here is a list of *airport squawks* the RAA board has worked on this quarter at REI.

## Squawk

Last quarter 2020- Request city to develop an online payment system for gate card renewals

Jan-21- Requested city to aim new LED lights on city hangars lower so they won't blind pilots at night.

1-15-21 Requested city to repair stadium light for transient parking that is not working on N/W corner of lobby.

3-9-21 Broken taxiway light vicinity of run-up area reported.

3-9-21 Held Zoom Conference to discuss jumpstarting airport development with Mayor Barich and Redlands Chamber

3-10-21 Held REI user meeting to solicit input on possible REI pattern swap.

3-16-21 Second request made to city to repair stadium light for transient parking that is not working on N/W corner of lobby.

3-16-21 RAA director and treasurer noted stone chip damage to their props from debris on ramp and run-up area.

## Status

RAA project in progress.

City adjusted lights.

Not repaired.

City repaired lights.

Ongoing effort.

Attendee comments shared with the city and RAA members.

Bruce Shaffer stated at the March AAB the light would be replaced with new LED.

RAA director used blower in run up area to clean debris. Debris on ramp will be swept by FBO.

## RAA Membership & Annual Dues

RAA 2021-2022 membership dues are payable in June. 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!

\*\*\*\*\*

### 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?



# Something to Make You Smile

By RAA Director Walt Ferar

*Revised Aviation Dictionary- Author unknown*

**AIRSPEED:** True airspeed plus 20% when talking with other pilots. (Deduct 25% when listening to a Navy pilot).

**ALTERNATE AIRPORT:** The area directly beyond the active runway when the engine quits on takeoff.

**ALTIMETER SETTING:** The place where the altimeter sets. Usually hidden by the control column during a near-minimums instrument approach.

**BANK:** The folks who hold the mortgage on your aircraft.

**BI-PLANE:** What you'll say to your bird if flying costs keep going up.

**CARBURETOR ICE:** Phrase used by pilots when explaining accident caused by fuel exhaustion.

**CHART:** Large piece of paper, useful for protecting cockpit surfaces from food and beverage stains.

**"CLEAR":** Warning shouted two seconds after hitting the starter button.

**COCKPIT:** A confined space in which two chickens fight each other, especially when they can't find the airport in a rainstorm.

**CONTROL TOWER:** A small shack on stilts inhabited by government pensioners who can't hear. When they become blind, they are sent to centers.

**CRITICAL ALTITUDE:** Minus six feet.

**CRITICAL ENGINE:** That part of your airplane which used to be under the cowl but is now in intensive care at the maintenance shop.

**DEAD RECKONING:** You reckon correctly, or you are.

**DE-ICER:** A device designed to operate under all weather conditions, except icing.

**ENGINE FAILURE:** A condition which occurs when all fuel tanks become filled with air.

**EXCEPTIONAL FLYING ABILITY:** Has equal number of take-offs and landings.

**FIREWALL:** Section of aircraft especially designed to allow all engine heat and smoke to fill the cockpit.

**FLASHLIGHT:** Tubular metal container kept in flight bag for storing dead batteries.

**FLIGHT PLAN:** Scheme to get away from home to go flying.

**GLIDER:** Formerly “airplane”, prior to running out of fuel.

**GLIDING DISTANCE:** Half the distance from your present position to the nearest decent landing area at the time of complete power failure.

**GROSS WEIGHT:** Maximum permissible takeoff weight, plus an extra suitcase, a case of bourbon, rifle, ammo, golf bag, bowling ball, and diving weights.

**HOLDING PATTERN:** The term applied to the dogfight in progress over any radio facility serving a terminal airport.

**LANDING FLAP:** A 4000' roll out on a 3000' runway.

**PARASITIC DRAG:** A fellow pilot who bums a ride and complains about the service.

**PITCH:** The story you give a wife/husband about needing an airplane to use in your business.

**RANGE:** Five miles beyond the point where all fuel tanks have become filled with air.

**ROGER:** Used when you're not sure what else to say.

**S-TURNS:** The course flown by a student pilot from point A to point B.

**STALL:** Technique used to explain to the bank why your car payment is late, without admitting that you spent the money on flying.

**TAILWIND:** Results from eating beans in the airport coffee shop; often causes oxygen deficiency in the immediate vicinity.

**TRIM TAB:** A device that can fly the airplane better than the pilot.

**WALKAROUND:** What you do when waiting for weather to clear.

**WING STRUT:** Peculiar, ritualistic walk performed by student pilots upon getting out of training aircraft following first flight performed without instructor yelling at them. Usually results in instructor yelling at the student.



## RAA Classified Ads & Advertising

RAA Members:

Please share this with anyone that may be interested. I am excited to share that San Bernardino Valley College will have a new class offered in the Fall Semester 2021. It is **AERO 0622 Private Pilot Ground School**

Now what is so exciting about this course....

- The class is the same material with the same goals as AERO 022 (Private Pilot Ground School).
- It will be offered in Fall 2021 beginning in August.
- It will be on the same days and times as AERO 022.
- Of course, I will be teaching the class at the same time as AERO 022.
- **Cost---the cost is so low you won't believe your eyes! How does approximate \$35.00 sound, plus parking?**
- **This is a no credit class.**
- **You can take this class as many times as you desire, even if you have already taken AERO 022!!!!**

This is a giant step forward for SBVC and our attempts to reduce the cost of becoming a pilot, staying current or simply as a "fun thing" to do!

Please contact me if you have questions.

Larry A Rice CFII  
Instructor San Bernardino Valley College  
Mechanic - Powerplant  
Cell 909-283-8297

## LEARN TO FLY

CURIOUS HOW AIRPLANES FLY?  
INTERESTED IN RIDING IN A SMALL AIRPLANE?

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



Contact our instructors:

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

Larry Rice  
lrice@valleycollege.edu





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## Redlands Airport Association

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On the web:

[WWW.RAACP.Org](http://WWW.RAACP.Org)



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.

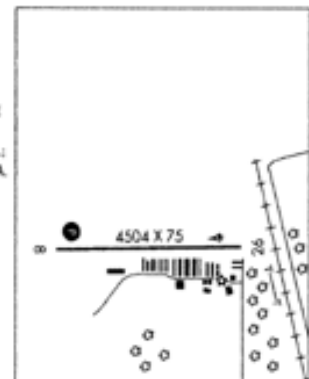
## About Our Organization...

*"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."*



**REDLANDS MUNI** (REI)(KREI) 2 NE UTC-8(-7DT) N34°05.12' W117°08.78'  
1574 B TPA—See Remarks NOTAM FILE RAL  
RWY 08-26: H450X75 (ASPH) S-12.5 MRL 2.3% up E  
RWY 08: REIL PAPI(P2L)—GA 3.0° TCH 40'. Fence.  
RWY 26: REIL Trees. Rgt tle.  
SERVICE: S4 FUEL 100LL QX 1, 2 LGT ACTIVATE REIL Rwy 08 and 26; PAPI Rwy 08; MRL Rwy 08-26—CTAF.  
AIRPORT REMARKS: Attended 1600-0100Z. Self serve 100LL fuel avbl 24-7. Coyotes and waterfowl on and invol arpt. Helicopter activity, avoid noise sensitive areas of arpt. TPA — 2503 (929) for fixed wing acft, N side of Rwy 08-26; 2074(500) for helicopter, S side of Rwy 08-26. Aerobatic activity NE of arpt from 1500' AGL to 7500' MSL; See Special Notice —Aerobatic Operations Northeast of Redlands, CA.  
AIRPORT MANAGER: 909-798-7655  
COMMUNICATIONS: CTAF/MUNICOM 123.05  
② SOCIAL APP/DEP COM 127.0 (North-NE)  
CLNC DEL For clnc del call SoCal App 800-448-3724.  
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.  
PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 047° 21.6 NM to fld. 1432/15E.  
TACAN AZIMUTH unusable:  
130°-145° byd 25 NM bto 5,000'  
145°-190° bto 8,000'  
190°-230° bto 10,000'  
310°-325° byd 35 NM bto 10,900'  
325°-345° byd 25 NM bto 11,500'  
345°-360° byd 35 NM bto 10,500'  
VOR unusable:  
010°-015° byd 20 NM bto 10,000'  
130°-145° byd 25 NM bto 5,000'

LOS ANGELES  
COPTER  
L-44, 7C, A  
JAP



*Not for Navigation*