

Redlands Airport Association Newsletter



Chapter of California Pilots Association



The Mission of the RAA

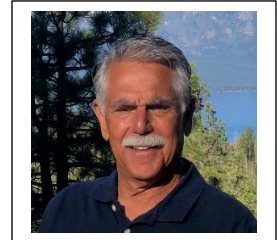
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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



This month marked the 8th anniversary of the Redlands Airport Association. It doesn't seem that long ago that 24 charter members signed the first attendance sheet for our airport advocacy group. It has been a worthy adventure as we have made a difference. There are more airplanes and businesses at REI. There is more activity too. The airport is economically better off. Some of the airport has been cleaned up, but there is still more to do. But it's clear that Redlands airport is alive and vibrant.

Despite all the positives, I and others are still extremely frustrated with the culture that exists at Redlands City Hall. We just can't get city officials to understand they are making decisions that jeopardize our airport. Some of the policies are just out in left field as compared to how other municipalities manage their airports.

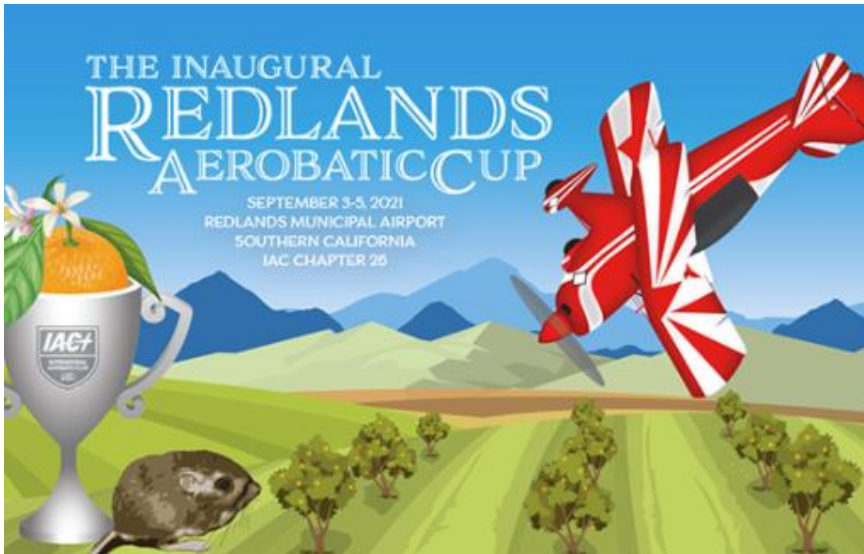
The money grab the city is performing on Coyote Aviation is the latest example of city mismanagement of our airport. Everyone knows Coyote Aviation had every intention of exercising their lease option, but there was some confusion over the notification date. The city pounced on this error. It appears their intent was to force them off the property. They are now pushing lease terms on Coyote that are more than 7x higher than they are currently paying. Doesn't anyone at city hall look at lease rates at similar neighboring airports before public statements are issued about Coyotes existing lease terms are the deal of the century? It doesn't take much research to learn Coyote Aviation is already paying more than other similar airports in the area.

Coyote Aviation made a significant investment at Redlands Airport. It is a first-class hangar complex that the city should be proud to have at their airport. The facility is kept spotless, well maintained and we hear has a perfect lease payment history. It's inexcusable to push lease rates that aren't even close to being competitive on the principals and tenants at Coyote Aviation. This incident will doom future private development at REI. Once again, it's poor management practices exhibited by city officials that have the potential to make Redlands Airport an underperforming asset.

A city that has not built one structure at their airport because they have been unwilling to make such investments, should welcome and respect private airport development. It's time for the City of Redlands to take a step back and look at this situation again. Coyote Aviation should be offered reasonable lease terms. Solving this issue asap will be good for the city, their airport, and its tenants.

Airport Updates

IAC Chapter 26 Proposes a Labor Day Competition at REI



IAC Chapter 26 President, Susan Bell presented a proposal at the 4-15 AAB meeting to hold an aerobatic competition at REI on 9-3 thru 9-5. The competition, unlike an airshow, is not a public event. So, the public is not invited to attend. That said, they won't chase anyone away if they are not in the way. Think of it as a private airshow that airport tenants can view.

Susan shared the contest participation usually numbers about 75 people, with about 30 pilots competing in all five categories (beginner to expert). Other participants are judges, ground help, and volunteers. Participants are coming from all over California.

REI will not be closed during the event. Our fixed wing traffic pattern will be shifted to the south by NOTAM on those three days. IAC 26 will have an observer to communicate with any pilot that gets close to the competition area. Another IAC chapter held an event at REI in a similar manner over 10 years ago.

Susan did an awesome job explaining the event at the 4-15-21 AAB meeting. Susan requested a speedy city approval of her project. City approval is necessary before the FAA will get involved with processing the waiver for the event. The AAB members in attendance and Mayor Barich all expressed support for the event.

In May, IAC Chapter 26 applied for permits to mark the corners of the competition area in the wash with some visible markers. The original proposed competition area is on federal and San Bernardino County flood control property. The permitting agency for the federal lands could not commit to granting a permit for placement of the markers in time for the event so the competition area was shifted west to facilitate markers being placed entirely on San Bernardino County flood control property. San Bernardino County Flood Control apparently has a speedier permit process than the federal government. This will move the competition area that measures 1000 meters square in the wash almost centered midfield at REI.

The RAA has sent an email to Susan asking her to contact us when she is far enough along in the approval process so she can share about her event. The email also offered RAA assistance to solicit volunteers, providing airport communications and any other assistance needed to have a successful event.

Brush Clearing Project on N/S of REI Runway Completed in April

The City of Redlands arranged for CalFire work crews to clear brush on the N/S and overrun area of REI's runway during the last week of April. It was a huge job too as there was considerable brush cleared and hauled away that had accumulated over the years. The CalFire crews employed prisoners to do the work and we are hearing that the costs associated for their labor is very reasonable. Another contractor sprayed herbicide in that area too. The completed job looks great and will allow signage on the N/S of the runway and end lighting to be more readily seen. Additionally, this work may reduce the number of tumbleweeds we see rolling across the airport during wind events.

Revised Redlands Airport Muni Code Posted with Errors

In 2019, the Airport Advisory Board (AAB) was tasked with revising the airport related section 12.56 of the Redlands municipal code. Why? Some of it was the result of the fallout from FAA complaints filed by REI users about the city creating traffic pattern ordinances. Remember the helicopter pattern that the city pushed on Aero Tech Academy when the Judson Ranch Development was being reviewed in 2015? In 2019, then Councilman Paul Barich who was serving as an AAB liaison remarked that the airport municipal code was too long. So, the AAB was tasked with revising section 12.56 of the airport municipal code. The goal was to remove ordinances (like traffic patterns) that were within the jurisdiction of the FAA.

The project was too big to work at AAB meetings, so an ad hoc committee was formed. The committee members were AAB board Members Bob Pearce and Renea Wickman. Also helping were RAA volunteers Phil Ensley and Ted Gablin. The ad hoc committee met on 2-3 occasions and submitted a draft revision to city staff on 11-5-2019 so it could be approved by the AAB. The AAB accepted the revisions on 11-6-2019 and passed the document to staff for further review by city staff and the city attorney. That process took almost a year even with some nudging.

On 9-1-2020, the revision was introduced to city council as "Ordinance 2906". A revision made by city staff after the AAB reviewed the document, contained an error. The error was acknowledged, and a corrected final revision was adopted by Redlands City Council on 9-15-2020. Redlands posts their municipal codes on a third-party website for viewing. Getting the update posted took a few months. On June 2, 2021, RAA President Ted Gablin discovered the revised airport related section of the municipal code was posted with significant errors. It appears sections of the code that were deleted in the revision approved by city council were not deleted but merged within the revision. So, after almost two years the airport related sections of the municipal code are still requiring revision.

The entire matter was referred to Redlands Facilities and Community Services staff to resolve. On June 14, they confirmed the ordinance posted on the third-party website does not accurately reflect what was approved. They also communicated they contacted the Municipal Code contractor to fix their errors and the Code found on the City's website should be updated soon.

Redlands City Council Notable Activities

4-20-2021

-The council approved Resolution No. 8197 designating authorized City representatives to apply for California Department of Transportation grants related to the Redlands Municipal Airport.

-The council approved recommendations for appointments to the Airport Advisory Board. Board members Michael Sullivan and James Pickens were approved to serve additional four-year terms on the Board ending May 1, 2025. David E. Raley was approved to serve a four-year term on the Airport Advisory Board ending May 1, 2025. David replaces Catherine Pritchett.

5-18-2021

-Airport Advisory Board Chairman Robert Pearce presented the Airport Advisory Board's Annual Report.

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. REI tenants are encouraged 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:

James Pickens jpickens57@yahoo.com

Robert Pearce rpearce898@aol.com

Renea Wickman myjibril@msn.com

Donald Crow don@crow.us.com

Michael Sullivan fremont_sullivan@yahoo.com

Deborah Forthun debbieforthun@gmail.com

David Raley

Pre pandemic, AAB meetings were held in the Redlands City Council chambers and occasionally the REI public lobby. Currently, these meetings are held via Zoom conference. These meeting protocols are anticipated to remain until a city COVID committee authorizes changes. The Zoom format 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:

4-15 -2021

- International Aerobatic Chapter (IAC) Chapter 26 President, Susan Bell presented a proposal to have an IAC competition event at REI on 9-3 thru 9-5. She asked for a speedy approval of her request.*
- Bruce Shaffer provided an update on efforts to secure FAA and CalTrans grants. He stated he is close to getting \$150k from the FAA for updated airport planning documents and a wildlife management plan is part of the pre work for a new airport perimeter fence. He shared he has submitted for the 5% match from CalTrans, so City only has a 5% obligation. He also shared he has applied for the CalTrans \$10K annual grant that can be used for almost anything.*
- Bruce also shared details about a weed abatement project to clear weeds on the north side of the runway by the end of April and the completion of the pilot lounge in the city hangar complex.*
- Board member Jim Pickens brought up the need for city staff to respond to the request from the RAA blood drive. He also asked for an update on the Coyote ground lease issue.*

5-20-2021

- Bruce Shaffer shared a staff report about the Coyote lease issue with board members only.*
- Mayor Barich provided an update on the city's efforts to resolve ground lease issues with Coyote Aviation. He stated, the city has made numerous attempts to communicate with Gil Brown since June 2020, the existing ground lease rate they are paying is unreasonable, the city is not buying the Coyote Complex, and the parties will settle in 60 days.*
- Bruce Shaffer discussed: SCE work ongoing at REI, Status of a \$150k FAA grant application to update the airport layout plan, and the upcoming second FAA review of the UPS Rwy 24 RNAV approach at SBD. He also discussed an effort to gather fresh data on number of operations at REI.*
- Board member Pickens requested an AAB meeting to be scheduled at the airport.*
- The board agreed to postpone chairperson elections until the June meeting, and a discussion about nonresident board members will also be discussed again at the June meeting.*

6-17-21

- Bruce Shaffer shared updates on the following: airport maintenance, airport operations, FAA AIP grants, the upcoming FAA Risk Management Review of the UPS Approaches at SBD and the Labor Day aerobatic competition proposed at REI. He also discussed efforts to obtain estimates for airport public restroom rehab project funded by the FAA COVID grant, and estimates in progress for repainting the beacon tower.*
- The AAB also discussed a proposal to allow REI tenants that are not Redland's residents being eligible for serving as board members. This was tabled until a future vacancy becomes available.*
- The board deferred chairperson elections until the July meeting.*

Update on the UPS Approach Development for SBD RWY 24

By RAA President, Ted Gablin



The new Eastgate air freight logistics center has opened at San Bernardino Airport (SBD). And as predicted, the increase in air freight is driving additional large jet traffic in and out of SBD. UPS, FedEx, and Prime Air are all now frequently flying into SBD.

To take full advantage of the new business at SBD, UPS wanted access to the east side of SBD when the prevailing westerly winds exceed 15 knots for their 767's and 10 knot s for all their other aircraft. UPS policy prohibits UPS pilots from using circle to land procedures so, they developed a Visual RNAV approach to SBD's runway 24.

The flight path for this approach starts over Moreno Valley, goes easterly to southeast Redlands, crosses Crafton Hills, and then turns west along Greenspot Rd. towards SBD. A portion of this approach is next to Redlands Airport (REI) and parallels both downwind approaches to REI. Many REI pilots are concerned about the approach as they will be 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 or collision will increase significantly.

In late February, the FAA's Air Traffic Organization Risk Management group held a three day Zoom call. 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, Jim Pickens and Bob Pearce, participated on the call with REI airport supervisor Bruce Shaffer. REI pilots were given an opportunity to submit comments and suggestions prior.

Our participating AAB members shared the FAA panel did not seem very receptive to the suggestions. They shared the FAA's recommendations for REI pilots was to employ see and avoid and education to minimize risk. Additionally, it was mentioned this approach would be public and can be used by other carriers servicing SBD. But sometimes perception is not reality. Such was the case with the FAA's Zoom call. In late March 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 was not approved until mitigation or resolution of some risks that were identified by the FAA's Air Traffic Organization.

In May, we received a copy of the [FAA Safety Risk Management Review of UPS Rwy 24 RNAV Visual Approach](#). This report, dated 4-28-21, is marked “final” but is unsigned. There was lots of information in the 26-page report about the scope of the review. There are 4 main risks identified with the UPS approach. One of them is KREI traffic issues. The bottom-line recommendation is listed in the last paragraph on page 4 of 26. It says: ***SRM Panel attendees identified four hazards relating to loss of controller and pilot situational awareness with high, medium, or low risk. Based on the safety analysis, SRM Panel members determined that the change cannot be introduced into the NAS with an acceptable level of risk as defined in the FAA ATO SMS Manual, April 2019 Version.***

Don't get ready to celebrate the FAA's review quite yet! Bruce Shaffer has shared that the approach will be reviewed again. We heard from a UPS captain based at REI that UPS is the 800 lb. gorilla in the room when it comes to the FAA, and they want the approach approved.

Even though the UPS approach has not been implemented, it is clear the logistics center is in full operation at SBD. REI pilots have reported Prime Air 767's accessing SBD Rwy 24 from the west with circling approaches from runway 6. These approaches sometimes have resulted in a portion of the flight path extending outside of SBD Class D airspace into the airspace over REI. Other Prime Air 767's making approaches to SBD's Rwy 24 from the southeast have flown directly over REI at traffic pattern altitude. We are not aware of any of these aircraft communicating any warning on REI's CTAF frequency and the early warning system for our Super Unicom has not worked with these aircraft. There has been fire tanker activity at SBD and REI too.



Nelson Sanches an inspector from the Riverside FSDO witnessed a Prime Air 767 flying through the REI pattern on 6-1, at or near, pattern altitude on an approach to SBD Rwy 24. Once again, the crew did not make any radio calls on the REI CTAF frequency. Mr. Sanches remarked to an REI pilot that this situation was unsafe, and it would be investigated. We are hearing the Riverside FSDO will have a place at the table during the next FAA Safety Risk Management review of the approach that is scheduled in late June this year.

The sky around REI has been getting very busy. Please exercise caution when you are in the vicinity of SBD and REI. In addition to visual scans, use all your tools such as radar advisories, traffic displays from ADS-B, and monitor SoCal Approach and SBD Tower frequencies. The traffic at SBD is not going away. Unless people's online buying habits change, we will all need to learn how to coexist with the heavy jet traffic.

RAA Blood Drive & EAA 845 Young Eagles Event on June 19th a Big Success!

By RAA Secretary Cindy Gablin



Thankfully, we can finally start getting together and enjoying life again! The RAA board decided it was time to plan something to bring the community out to the airport. Since the Covid 19 pandemic, there hasn't been much activity at Redlands Airport in the way of events. We wanted to do something small, but worthwhile.

In May, the EAA Chapter 845, was also getting back into the groove of having meetings. The RAA asked if they were planning on a Young Eagle event soon and asked if we can plan something on the same day. They were all for it and immediately started recruiting pilots to fly the kids.

The RAA decided to sponsor a blood drive like we have done in the past. We know LifeStream needs to replenish their blood supply as many of us get phone calls or emails almost daily asking to donate. We also decided to flip some burgers on the BBQ. As an incentive to get people to donate blood, they would receive a free lunch.

We advertised the event on social media, and at some of the local schools, (thank you, Allen Thoe). We posted flyers at the airport and sent out multiple notes to the RAA email list to get people involved and come out to the airport. LifeStream also put an email blast out to the local area to get donors.

The EAA was already set up in the lobby when I arrived at 8:30 am. Beverly Buck had donuts and coffee for the EAA pilots and for the families when they arrived. Paperwork was ready and families were already arriving. I don't know who was more excited, the pilots or the kids! It was great to see the smiling faces. EAA 845 had some new pilots flying kids. It was great having some new blood helping the chapter. With the help of 6 pilots, the EAA flew at least 30 kids and 1 adult over about a 4-hour period.

The Memorial Park was revamped with fresh grass (thank you, Jim Ott) and the LifeStream Blood Mobile was set up in the parking lot right in front of it. As of about 1:00 pm on Friday, there were 34 people that made appointments to donate blood. That was amazing. I know there were some walk-ins as well and the bus had to stay a little later than planned. LifeStream told me they collected 18 units, 8 deferrals due to low iron levels or other issues and 2 units failed.

The burger lunch was delicious thanks to the cooks, Bob O'Connor & Ted Gablin. Thank you, Lynn O'Connor, and Sherry Ferar for manning the table with the condiments, chips, cookies, and sodas. A big shout out to Walt Ferar for taking some great pictures of the day. We have posted them on our website at this link: [6-19-21 EAA 845 Young Eagles & RAA Blood Drive](#)

Although it was a hot day, both the EAA and the RAA had a great turn out and everyone seemed to have a great time. With your help, we hope to do some more fun events this year.

Update on Coyote Aviation Ground Lease Dispute

By RAA President, Ted Gablin

On March 17, 2021, the City of Redlands gave Coyote Aviation Corporation formal notice of lease termination. The city claims Coyote 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 was 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'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 significant lease ambiguities led to the disagreement. He maintains that the originally promised twenty-year lease was only 19 years, 212 days, the exact length of time Coyote paid rent and had use of the property before the city's designated expiration. He has notified Coyote tenants and hangar owners of the situation. He has hired legal counsel and has committed to fight the lease termination.

Gil has orchestrated a massive social media campaign. Coyote has had over 20,000 page interactions on Facebook and Instagram. Most are Redlands voters, too. We have all seen the Save Coyote Aviation yard signs posted all over town. On April 21st, the Redlands Community News picked up the [story](#) and that brought further public visibility of the Coyote issue. Many public comment letters were written to Redlands City Council by Coyote supporters. These letters were read at three council meetings. We are hearing there were more letters that weren't read too. A public rally of Coyote supporters was held at the May 4th Redlands City Council Meeting. At least 80 supporters showed up to listen to public comment letters being read into the record. The effort has made a difference as it appears the city's stance is softening. The 30-day deadline to vacate has long passed.



Other than a response prepared by Carl Baker to the Redlands Community news article, there has been little comment from the city on the Coyote issue. At the 5-20 AAB meeting, Mayor Paul Barich announced the city will offer a land lease to Coyote within 60 days. The mayor claims Gil is getting the bargain of the century with his current ground lease rate of \$.37 per sq ft annually. The mayor also claimed the city is not going to buy the Coyote complex. Did Coyote Aviation sneak something past the city in 2000, to have a way-below market rate for twenty years, as the city contends? Gil shared the following timeline and information about the Coyote Aviation lease:

11/1/1999 The city utilized Parkcenter Realty Advisors of Santa Ana, California to develop a **"Fair Rental Value Appraisal"** on Coyote Aviation's proposed site. In March of 2020

3/20/2000 - Redlands Planning Department Worksheets for billing show that Coyote Aviation accepts a land lease rate nearly **three times what other FBOs are paying**.

4/4/2000 – City Manager Gary Luebbers reports to the City Council that Mr. Brown and he “had reached an agreement that **was in the best interest of the city** and would allow Mr. Brown to proceed.”

10/17/2000 - As part of the permit process, Coyote pays \$2,930.00 for the city to conduct a **Socio-Economic Cost/Benefit Analysis** which determines the project will have a positive cost/benefit ratio at the proposed lease rate.

By Comparison - In 2007 and 2008 when lease contracts were rewritten for the other hangar operators, both FBOs received far more favorable terms than Coyote’s, specifically, lower lease rates psf, and more protections.

Coyote Aviation’s land lease payments have been adjusted every three years according to the local growth of the Consumer Price Index. This method is the most widely used way to be certain rental payments are fair to the city. The **Consumer Price Index has risen nearly 70% since the lease was signed** and so have Coyote’s payments to the city. Those adjustments have also occurred **nearly twice as often** than the competing FBOs (every 3 years vs. 5 years). But the City of Redlands has made a land lease offer to Coyote that **would equal a growth of 1,560% in a market where the CPI has risen 70%**. That’s 22.3 times the actual CPI growth! Is that the kind of fiduciary responsibility taxpayers want from City Council, “responsibility” at the expense of taxpayers themselves.

A settlement would certainly involve the parties negotiating a new lease. So, to help parties negotiate a fair lease, we looked at current available information about ground lease rates at some nearby airports (Hemet, French Valley, Thermal and Chino). The highest rate we saw in our study was \$.36 per sq ft annually. That rate was recently adopted in a ground lease executed at Chino. Chino being a towered airport with multiple instrument approaches and many service facilities would certainly command a higher ground lease rate than REI. Riverside County’s published ground lease rate at Hemet airport is a little over \$.13 per sq ft annually. Hemet is a comparable airport to Redlands in terms of size and operations but it also has a few more services than REI (a wash rack and restaurant) that are a draw for the aviation community.

Gil has secured some documents from the city through a Freedom of Information Act request. He shared he learned the city has spent \$1500 appraising his complex and that expense will probably be charged to the airport enterprise fund.

What can airport tenants do to help? Please stay informed about this situation. Gil is very active about sharing information through email and social media. He has asked us to continue writing to Redlands City Council to let them know your opinion of their actions and dealings with Coyote Aviation. The letters will remind them there is still support for Coyote in the community and will keep this issue on the forefront. Hopefully, this activity will spur the City to resolve this dispute sooner than later. You can submit a letter at this link: <https://www.cityofredlands.org/webform/public-speaker-form> For Agenda Item Number, just write “Coyote Aviation.” Please note you are limited to a 250-word maximum. You can also contact individual City Council members here using “Send Message.” <https://www.cityofredlands.org/city-council>

We will keep all updated on any information we receive on the Coyote Aviation ground lease dispute.



A Local Legend - Evelyn "Pinky" Brier 1909-2008

By RAA Director, Sherry Ferar

Evelyn Flora Pinckert was born April 12, 1909, in Medford, Taylor, WI. Her father, Richard Frank Pinckert, was 44 and her mother, Luise Johanne Emma Graefe was 34. Evelyn was number 8 of 10 children. One sister Lydia Emma later known as Jeane Dixon, was a well-known astrologer and columnist and a brother Ernie Pinckert, was a football All-American half-back for USC. Evelyn was the last surviving sibling when she died in 2008 at the age of 98 of pneumonia. She is buried at the Montecito Memorial Park in Colton.



Evelyn, only slightly taller than 5 feet, known to everyone in aviation as "Pinky" had a guiding mantra, given to her as a girl by her sister, renowned psychic Jeane Dixon, was "If you believe it, you can do it."

Evelyn interest in flying took her first flying lesson with her brother, Victor Pinckert, at a small airfield that now is home to Ontario International Airport. Their instructor was Eddie Martin, founder of the airport that became John Wayne International in Orange County. At that time Pinky was married to William R Kilgore.

In 1934, at age 25, Pinky learned to fly at Arlington Airport, now known as Riverside Municipal Airport KRAL. An Army Air Force pilot, Lieutenant Joe Brier who was stationed at March Field taught Pinky how to fly. She worked her way through flight school and paid for plane rentals by working for Southern California Gas Company. She loved flying and Aviation became a permanent way of life for her. As she put it "the first thing in the morning you check the weather, wind direction and cloud cover...once a bird soars, it can never settle for a stroll."



A kiss from Redlands Mayor on the first airmail flight

Pinky quit her job with Southern California Gas Company and trained for a transport pilot license. She was a pioneer pilot, at a time when less than one in a thousand were women. She became the first female flight instructor licensed by the Civil Air Authority in 1938. On May 19, 1938, she landed on Redlands Blvd to mark the advent of airmail in Redlands.

In 1939, Pinky and Joseph A Brier along with Al DeRuiter acquired Tri-City Airport. The airport was near Interstate 10 and Tippecanoe Avenue, in what is now San Bernardino's thriving Hospitality Lane neighborhood. Joe was a superb mechanic and electronics technician; he would fix the planes and Pinky would fly them. In 1942 DeRuiter sold his interest to the Brier's.

Soon after acquiring the airport, with World War II looming and the need for military pilots, the government established a civil aviation pilot training program at Tri City Airport. The book work and ground program were held at San Bernardino Valley College, and Pinky gave the flight training. Pinky taught American fighter pilots to fly aerobatics to help them survive dogfights in combat. Pinky was the only female pilot to train male military pilots.

During the war, the military said no passenger flights within 150 miles of the Pacific coast, so they leased Tri City Airport to Southwest Airways, a contract freight carrier for the Army. During that time Pinky and Joe relocated to the Mojave Desert and used Soda Lake as their runway.

On September 6, 1942, Pinky received a telegram from General Henry “Hap” Arnold inviting her to be the first female pilot to enlist for the WASP program, (Women Air Force Service Pilots). She opted to stay with Joe, knowing he would soon return to active duty. After Joe left for overseas duty, Pinky applied for the WASP program and was accepted into the class of 44-W-9. She was stationed at Minter Field, Bakersfield, California where she flew coast to coast and across the Atlantic, piloting many aircraft including the largest American bomber of the time, the B-17 Flying Fortress to England.

For 40 years Pinky and Joe ran a flight school, charter service, and had a restaurant. She flew whenever the client needed her too, no matter the day or time. She flew many famous celebrities and politicians. Her favorite plane to fly was a Beechcraft Bonanza. She said, “That was the best plane on the market”. The Brier’s expanded the airport to 270 acres in southeast San Bernardino. What we now call Hospitality Lane was once part of the runway.

Pinky’s lifelong dream was for Tri City Airport in San Bernardino to be an international airport. Unfortunately, the city lost out to Ontario. She took pride in the fact there were never any accidents or crashes at her airport. In 1979, three years after Joe’s death she sold the property to a development company. One condition of the sale was that some part of the property stay aviation related. To honor the agreement there is a (now closed) helipad along Carnegie Dr. just east of the fire department. Pinky lived in and maintained an office on Brier Drive until she died at the age of 98 from pneumonia on January 20, 2008.



Pinky and Joe Brier



Pinky at Tri-City Airport

She retired her wings at age 80 with an estimated 70,000 hours of flight time and the record for the most take offs and landings at LAX. She also holds the record for the fastest solo cross-country flight in the 1930’s. In 2004 the woman who loved to fly and to encouraged other women to take to the skies, formed the Brier Foundation. It provides scholarships to young women interested in careers in aviation and other forms of transportation.



Pinky at Tri-City Airport

Beware!

RAA Safety Officer, Dan Chapman

Reprinted from a 03/2021 article entitled; FOR THE RECORD: ABNORMAL FINDINGS EVENTS ATC HAS TO REPORT, AOPA Pilot Magazine by Jared Allen, AOPA Legal Services

AN ABORTED TAKEOFF, an unplanned turn back to the airport, or a departure from the taxiway because of a blown tire are just a few examples of an “occurrence” that the FAA mandates air traffic control to report for further investigation, regardless of whether there is any suspected wrongdoing by the pilot. In many cases, the pilot is not advised that ATC has filed a “mandatory occurrence report” (MOR), so aircraft owners and pilots should know when these reports are triggered and be prepared for the investigation that may follow.

MORs are filed by ATC personnel, not by pilots. A pilot’s reporting obligations remain rather limited; familiar examples are an operator’s obligation to immediately report to the NTSB a “serious incident” or “accident” as defined by NTSB Part 380, or FAR in an emergency submit a report written report upon FAA request. Although pilots don’t file MORs, these reports can affect them.

Just about any out-of-the-ordinary event can trigger the requirement for ATC to file a MOR. An “occurrence” is broadly defined by FAA Order 8020.11D as “an abnormal event, other than an incident or accident.” In the order, the FAA recognizes that not all reported events will have an obvious impact on safety, but that “the advantage of labeling an event as an occurrence is that it allows for an assessment of the risk and the facts for an accurate identification of the event.”

Criteria for MORs are included in FAAA Order JO-7210.632A, including an ATC “anomaly” such as an aircraft with other than expected altitude, routing, or airspeed; loss of separations; unsafe proximity to terrain; an aircraft that lands, departs, or is on low approach to a closed runway; a takeoff canceled by the controller or aborted by the flight crew after crossing the hold short line; any instance in which communication with an aircraft was not established or maintained as expected and results in alternate actions by ATC or a flight crew; and “emergency or in-flight hazards” including medical issues, equipment malfunctions, fuel quantity, pilot disorientation, laser light illumination, or bird strikes.

Unless ATC suspects an occurrence involves a possible pilot deviation, it’s unlikely the pilot will receive any indication that a MOR will be filed. If it appears to ATC that a pilot deviation occurred, a separate procedure is followed to notify the pilot of a “possible pilot deviation” and request a phone call to ATC. If no violation is suspected- examples being a precautionary aborted takeoff or unexpected turn back to the airport after an engine momentarily runs rough- there is no requirement for ATC to provide any notification of a MOR.

A MOR being filed doesn’t automatically result in the airman being contacted by the FAA. However, if the FAA’s internal review of preliminary information indicates there may have been a deviation or other safety concern, further investigation will be warranted. The FAA specifically notes that inspectors “should refrain from contacting the pilot/owner/operator referenced in the MOR until the [inspector] determines, solely upon the information in the report and the ATC data, that the even appears to be a [deviation] or other safety concern.”

An inspector may contact an owner or pilot by letter, phone, or email. The registered owner of the aircraft can expect to be the initial point of contact if the pilot’s identity is unknown to the FAA. Inspectors often request copies of documents that are specifically subject to inspection under the FARs, such as the aircraft’s maintenance records and the pilot’s most recent flight review or medical. Other information also may be requested, such as a narrative statement of the event.



The investigation may quickly be closed, or it may be just the beginning. If the MOR concerns an event like an equipment malfunction, the inspector may only request maintenance records for currency as well statement and a copy of relevant maintenance records. Once these are provided- only after the airman carefully reviews the request and documents with counsel, of course- it's likely the matter will be closed. However, if a required maintenance record entry cannot be provided, the investigation may quickly turn to whether the aircraft has since been operating in an unworthy condition.

Understanding that ATC must file MORs means pilots should consider ways to protect themselves. Verify that your qualifications- medical, Basic Med, flight review, instrument proficiency check, and son on- are current before each flight. Be sure to review your aircraft's maintenance records for currency as well. If your aircraft experiences an equipment malfunction, ensure that the appropriate maintenance is performed, and logbook entries are made, before operating the aircraft again. Last, but not least, if an abnormal event occurs, consider filing a NASA ASRS report.



Enjoy and fly safe!



Awards, Endorsements & Ratings @ REI

Wayne Reid Jr.

Private Pilot

4/8/21

CFI's Chris Salazar & Wayne Reid Sr.



Doug Wolfe

Commercial Rating

4/13/21

CFI 's Norm Robinson and Jim Pickens



***Grant Hoel*****1st Solo****4/21/21****CFI Joe Scarcella****Joe Scarcella Aviation**

Congratulations Grant for soloing the BE 77 Skipper. Outstanding job. You have earned the right to be proud!

Cameron LeClaire**Commercial Rating****5/11/21****CFI Jim Pickens****Chief Flight Instructor Rightflyer Aviation**

DPE Norm Robinson congratulates Cameron on Passing his commercial checkride. Way to go Cameron! Your aviation future is bright with lots of opportunities ahead!



Al Torres

1st Solo

5/26/21

CFI Barry Neumayer

Westwind Flying Club

Congratulations Al for soloing in Westwind's Cessna 172 N 737DE. You will always remember your 1st solo! We look forward to publishing your picture again when you earn the Private Pilot License...



Fred Flora

CFI Certificate 4-6-21

CFII 5-1-21

CFII Tomas Martinez

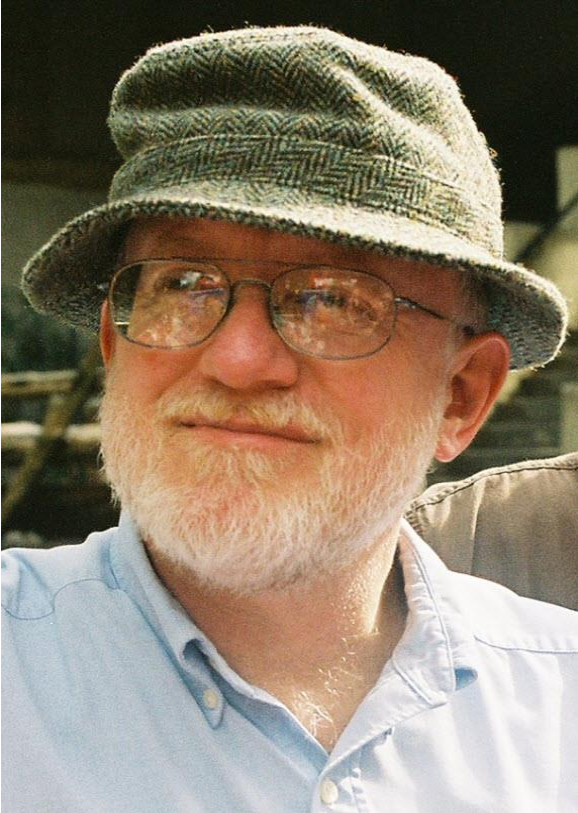
Sling Pilot Academy (TOA)

Fred earns a spot in the RAA newsletter because he started his instruction at REI. Fred's a go getter. If earning his CFI wasn't enough on April 6th, he added his flight instructor instrument endorsement. He says his multi engine land and multi engine instructor is next. Way to go Fred!!!

In Memoriam - Dr. Joe Holland (1952-2021)

Founding Member & Chief CFI -Redlands Flying Club

By Peter Rohl



In March, Redlands Flying Club, the airport, and the community of Redlands lost a tireless supporter and advocate when Joe Holland succumbed to his head injuries sustained through a freak fall from the wing of an airplane.

Joe, a pilot and CFI for more than 45 years, and aircraft owner for a long time, was instrumental in gathering a few like-minded enthusiasts to start Redlands Flying Club in 2005. He not only took over a lot of the informal tasks of keeping a flying club going, but also became the public face and primary point of contact for the club, building relationships with the airport, the City of Redlands, the media, and aviation organizations like AOPA. With his mentorship and support, Redlands Flying Club quickly grew to an organization with two aircraft and over 20 members. As one of the club's members expressed during the memorial service, Joe was more than a flight instructor to his students. He said that he had a number of instructors who taught him how to fly an airplane and how to pass the written and practical exams, but it was Joe who taught him what it meant to be a pilot.

When the Redlands Police Department started their air support program with a Cessna 172 in 2007, Joe was one of the first pilots to volunteer their time and fly the police airplane. He stayed with the program until its end in 2017.

After being grounded to fly as pilot in command due to a brain tumor, Joe worked the system with the help of AOPA and medical experts and was one of the first persons in the country to be qualified to fly under "Basic Med" as he realized that the FAA was not ready to issue a medical certificate to a brain cancer survivor, no matter how long he had been cancer-free. He actually passed the 10-year mark of being cancer-free just last fall.

In his most recent project to improve safety at Redlands airport, Joe brought together UPS, the FAA, the people running the Super AWOS system, and Redlands airport to implement an automated ACARS message triggering the Super AWOS to broadcast a caution message on the Redlands CTAF when a heavy UPS cargo plane is overflying the Redlands airspace on a visual approach to RWY 24 at San Bernardino.

He leaves to mourn Nancy Cooper Holland, his wife of 43 years and his two sons, Benjamin and Daniel of Redlands, California. He is also survived by his four siblings, an aunt, an uncle, numerous nieces, nephews, cousins, their spouses, and children. And a host of friends and family he chose from all over the world.

In Memoriam - Wayne Reid Sr. (1955-2021)

By Wayne Jr. and Nicholas Reid

Wayne Peter Reid was born on March 7th, 1955, in San Fernando, Trinidad. His mother Valerie raised him, along with his younger 3 siblings, and then moved to Brooklyn, NY when he was about 14 years old. In Brooklyn, he attended George Wingate High School and graduated in 1974. During and after high school, Wayne held several jobs ranging from grocery delivery on his bike, DJ'ing, and his passion at the time...tailoring and making custom clothing. Wayne was well known for making his own clothing and was the neighborhood "go-to-guy" for custom fitted clothing and designs.

In 1976 he joined the United States Air Force and graduated basic training as part of the 3701 Squadron at Lackland Air Force Base. He quickly excelled in aviation maintenance and was soon assigned to Sheppard Air Force Base (Texas), and Nellis Air Force Base (Nevada). He was deployed to Osan Air Base (Korea), and Clark Air Base (Phillipines) where he took pride in being a Crew Chief on F-5's, T-38's, and later F-16's of the 3rd Tactical Fighter Wing, Aggressor Squadron. During his time deployed in the Pacific, he was promoted to Sergeant and presented with several awards and commendations for his technical knowledge and leadership. In 1981 he was assigned to Hill Air Force Base in Utah and was honorably discharged in November of that year.



After his time in the United States Air Force, he followed his passion for aircraft and got a job with General Electric in Ontario, CA as a jet engine inspector. Soon after, he settled down in Redlands, and had his first son Wayne Jr. in 1985. His second son Nicholas, followed three years later in 1988. From there he found a new passion, his boys. Wayne was dedicated to raising his two sons and was involved in all their activities. From PTA school board member to coaching their soccer teams, he was there for them through thick and thin. As his boys grew older, his passion for aviation grew and expanded from mechanical to flying the planes.

Wayne flew his first airplane at Redlands Airport in a Beechcraft 19 (N6553R) and in 1995 he became a private pilot. He quickly earned all his certificates and in 1998 he opened his very own flight school, Reid's Flight School in San Bernardino. He ran a successful flight school for several years, teaching dozens of people how to fly and start their flying careers. In 2001 he closed shop at the flight school in order to follow his dream of flying bigger and more complex aircraft. In 2007 his dream came true, and he landed a job flying a Hawker 800XP and a Gulfstream G150. From there, the sky was NOT the limit for him, and he went on to fly a Lear 31, Gulfstream G200, and a Challenger 350 and 300. Over that time, he accrued over 10,300 hours of flight time.

Redlands Airport is and will always be Wayne's second home. The fellow pilots he met, taught, and mentored throughout the years, ALL hold a special place in his heart and memories. His airport family members were always there for him, and he was constantly talking about them. The Reid family, especially his sons Wayne Jr. and Nicholas, thank everyone for their continued support, friendship, and love. Our family will never forget the Redlands Airport, and the joy and memories it brought our dad, husband, brother, uncle, son, Wayne Peter Reid Sr.

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

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

1-15-21 & 3-16-21 Requested city to repair stadium light for transient parking in front of lobby.

5-26-21 Forwarded video of Prime Air 767 cutting thru REI traffic on approach to RWY 24 @ SBD to Riverside FAA FSDO. Aircraft did not make any calls on REI CTAF.

6-2-21 Reported the revised Redlands Airport Municipal Code was posted with errors to the Redlands City Clerk.

6-21 Worked with Bruce Shaffer to validate REI aircraft count operation data reported on FAA form 5010 for REI.

Status

RAA project in progress.

Ongoing effort.

4-21 Light repaired by Redlands Aviation.

FAA has opened an investigation. Incident will be discussed at 2nd FAA Risk Management conference.

6-14-21 City staff acknowledged error and committed to correct posting.

Awaiting update to FAA form 5010 for REI.

Did You Pay Your RAA Annual Dues this Month?

It's that time of the year. If you are already a member, RAA dues of \$10 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 haven't changed any of your contact information, you can renew your membership by simply paying your annual dues.

You can pay your dues through Zelle by sending your payment to our email: redlands.airport.association@gmail.com

Or you can mail a check for \$10 payable to *Redlands Airport Association* to:

Redlands Airport Association

1745 Sessums Dr. Ste. 1

Redlands, CA 92374-1907

If you have changed any of your contact information, please contact us via email with the changes. Our email is:

redlands.airport.association@gmail.com

If you are not a member of the RAA and you are serious about supporting our efforts to make REI a better place you can help by joining the RAA. The RAA is an airport advocacy group. You don't have to be a pilot to join, membership is open to all that share the tenets of our mission statement:

- To advocate for all users of Redlands Municipal Airport (KREI).
- To promote, support, and encourage the continued use of KREI.
- 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 KREI 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 KREI in disasters, and public service events

Membership in the RAA will get you the latest communications on what is happening at our airport through our monthly meetings, email blasts and quarterly newsletter. We also try and sponsor a couple of events a year that are fun and provide benefit to the local community. At \$10 a year, RAA membership is a bargain! Please click on the link and complete a membership application if you are interested in joining the RAA: [RAA Membership Application](#) There are instructions in the application on how to pay your membership dues.

You may also join or renew at the monthly RAA meetings. Lastly, please don't forget we are a volunteer organization. We can always use volunteer help at airport events and by supporting RAA efforts to improve our airport. **REI is your airport, please 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!



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 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?

The Lighter Side of Heavier than Air Flight

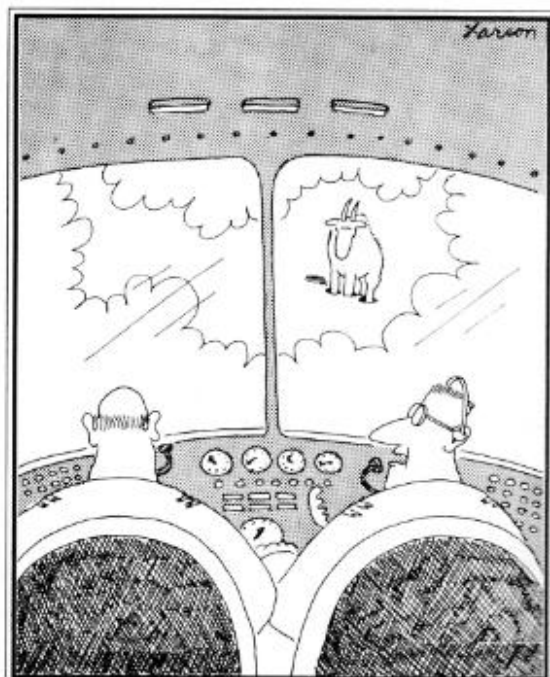
By RAA Director Walt Ferar



CHICKEN WINGS®



BY MICHAEL AND STEFAN STRASSER



"Say ... What's a mountain goat doing way up here in a cloud bank?"



PILOT RULES

The **PILOT** always makes *The Rules*.

The Rules are subject to change at any time without prior notification

No **CO-PILOT** can possibly know all *The Rules*.

If the **PILOT** suspects the **CO-PILOT** knows all *The Rules* he must immediately change some or all of *The Rules*.

The **PILOT** is never wrong.

If the **PILOT** is wrong, it is due to a misunderstanding which was a direct result of something the **CO-PILOT** did or said wrong.

The **CO-PILOT** must apologize immediately for causing said misunderstanding.

The **PILOT** may change his mind at any time.

The **CO-PILOT** must never change his mind without the express written consent of the **PILOT**.

The **PILOT** has every right to be angry or upset at any time.

The **CO-PILOT** must remain calm at all times unless the **PILOT** wants him to be angry and/or upset.

The **CO-PILOT** is expected to mind read at all times.

The **PILOT** is ready when he is ready.

The **CO-PILOT** must be ready at all times.

Any attempt to document *The Rules* could result in bodily harm.

The **CO-PILOT** who doesn't abide by *The Rules* is grounded.

RAA Classified Ads & Advertising

Remove Before Flight Keychains for Sale

A Highland resident kindly donated approximately 2,000 new "Remove Before Flight" keychains in three colors to the RAA. RAA director Sherry Ferar recognized the opportunity to generate some funds for the RAA and she gladly listed them on eBay. All proceeds from the sales go to the RAA. Thanks Sherry!!!

Here are the keychains available linked to the eBay site.

[Remove Before Flight keychain Black with Red letters](#)

[Remove Before Flight Keychain Red with Black letters](#)

[Remove Before Flight Keychain Red with White letters](#)



San Bernardino Valley College Aero Classes

SBVC 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!

If you have questions, please contact:

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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ENSEN@ENSENMASONCPA.COM
MAIN OFFICE 909.475.0900
FACSIMILE 909.475.0909



Redlands Aviation

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



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JIM ESHLEMAN
CEO/FOUNDER CFI

(909) 747-5566
jim@blueravenaviation.com
BlueRavenAviation.com

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www.westwindflyingclub.com

Jim Pickens

jpickens57@yahoo.com

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Cell: 805.550.2505

Redlands Airport Association

1745 Sessums
Suite 1
Redlands, CA 92374
E-mail:

Redlands.Airport.Association@gmail.com

On the web:
WWW.RAACP.Org



Ted Gablin	President
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 4th Wednesday of every month at 6pm in the public lobby at REI.

Redlands City Council meets 1st and 3rd Tuesdays of the month at 6pm. Agendas are posted 72 hours in advance for City Council meetings and Planning Commission meetings. Link for agendas and videos of previous meetings:

<http://www.cityofredlands.org/cms/one.aspx?pageId=7087893>

Redlands Airport Advisory Board meets the 3rd Thursday of every month at 6:00 pm and is usually at the Redlands City Council Chambers and occasionally, the airport public lobby.

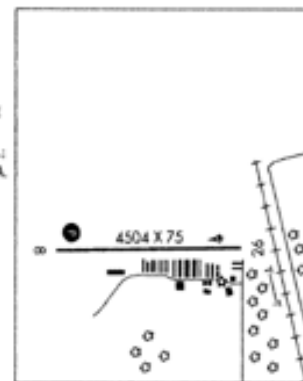
About Our Organization...

"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 (RED)(KREI) 2 NE UTC-8(-7DT) N34°05.12' W117°08.78'
1574 B TPA—See Remarks NOTAM FILE RAL
RWY 08-26: H450X75 (ASPH) S-12.5 MIRL 2.3% up E
RWY 08: REIL PAPI(P2L)—GA 3.0° TCH 40'. Fence.
RWY 26: REIL Trees. Rgt tlc.
SERVICE: S4 FUEL 100LL QX 1, 2 LGT ACTIVATE REIL Rwy 08 and 26; PAPI Rwy 08; MIRL Rwy 08-26—CTAF.
AIRPORT REMARKS: Attended 1600-0100Z. Self serve 100LL fuel avbl 24-7. Coyotes and waterfowl on and invol arpt. Helicopter activity, avoid noise sensitive areas of arpt. TPA — 2503 (929) for fixed wing acft, N side of Rwy 08-26; 2074(500) for helicopter, S side of Rwy 08-26. Aerobatic activity NE of arpt from 1500' AGL to 7500' MSL; See Special Notice —Aerobatic Operations Northeast of Redlands, CA.
AIRPORT MANAGER: 909-798-7655
COMMUNICATIONS: CTAF/UNICOM 123.05
SOCAL 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 (PI) 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
SAP



Not for Navigation