

Redlands Airport Association Newsletter



Chapter of California Pilots Association



The Mission of the RAA

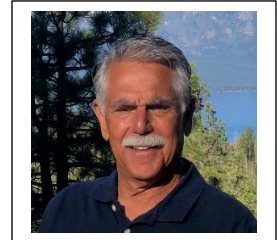
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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

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Observations & Comments

By RAA President Ted Gablin



It was great having International Aerobatic Club (IAC) Chapter 26 at REI over Labor Day weekend. They executed a very well organized and safe event. The weather cooperated although it was a bit hot. Everyone involved appeared to have a great time.

They named the event "The Inaugural Redlands Aerobatic Cup". The name implies that IAC Chapter 26 has interests in holding this at REI annually. I personally hope that happens. This was a true aviation event. As REI remained open, it was painless for airport tenants and businesses. The contestants and some support personnel stayed in local hotels, enjoyed local restaurants, and bought considerable avgas. These are things that appealed to city officials. The event also shined a light again on REI's importance to the aviation community.

REI has a long history with aerobatics. Our aerobatic practice area (APA) has been in place since 1978 when it was created by Bill King. Others that have maintained the APA have included Dennis Brown and Casey Erickson. The APA waiver is now maintained by Tom Jones. The APA is over an area that is not populated, and it has facilitated many pilots at REI and other local airports to learn aerobatic skills at REI. REI has a reputation of being aerobatic friendly. All of this has bearing on why International Aerobatic Club (IAC) Chapter 26 chose REI as a possible new home for their annual event.

Having volunteered to perform tech inspections, I had opportunity to meet all the pilots in the event. Most pilots typically are type A personality. They exhibit traits as being driven, hardworking, determined to succeed and competitive. I believe aerobatic pilots take it a bit further and could be classified as type "double A". I say this because competitive aerobatics require pilots to control an aircraft with the utmost precision, better than their fellow competitors. So, in some respects, these pilots are just a little different (in a good way) than the average GA pilot. They are different, but also much the same in some ways.

On one of the 19 aircraft I inspected, I noticed a faded lipstick kiss on the prop spinner. It appeared this lipstick kiss had been there for quite a while. No one had tried to remove it from the spinner during routine cleaning. I knew there was a story. So, I asked the pilot, Tom Myers, to share the story with me.

Tom shared that the plane, a 1996 Zivko Edge 540, had formerly belonged to his girlfriend. His girlfriend parted company with him and fell in love with his best friend. She married him too! She eventually sold Tom her beloved plane and left a goodbye lipstick kiss on the spinner. Tom told me that her lipstick kiss that he left on his spinner is a way he remembers the good times he had with his old girlfriend. Perhaps he keeps it for good luck too!



For liability reasons the IAC does not hold aerobatic competitions as public events. But REI tenants had opportunity to enjoy the private show! Many tenants came out and watched the competition. But unfortunately, only 5 volunteers (including Cindy and I) from our airport community came out to help IAC chapter 26. I am sure the Labor Day holiday had something to do with this, but we do have problems getting REI users to volunteer to help with RAA and EAA activities. That's too bad!

It's been my experience that most REI tenants like events of this nature but fail to realize it takes volunteers to pull them off. This aerobatic competition had many moving parts. There were box markers that were set up and removed, 5 judging stations, score recorders, CTAF monitors, tech inspections etc., etc. This event could only be held with the help of many volunteers. Even though it was hot, there was much work to do. In the end, the event was definitely worth the effort!

We met some great folks at "The Inaugural Redlands Aerobatic Cup". There were some skilled pilots flying some really sharp high-performance planes. We learned about aerobatics and aerobatic competitions too. Maybe next year will be different and we will see more REI folks get involved. Who knows, you may decide to try learning aerobatics, or you may hear a great aviation story like I did from Tom Myers.

Airport Updates

SBD Heavy Jet Traffic Issues & Status of New SBD Rwy 24 Approaches

Remember the four-day Zoom call the FAA Risk Management group had scheduled in late June to review new SBD Rwy 24 approaches? The meeting was cancelled after only two days of discussion. The reason? It appears the FAA understands there is an existing issue right now with converging traffic between REI and SBD. So, it just doesn't make any sense to add new Rwy 24 approaches into SBD in proximity to or cross through the REI traffic pattern. That doesn't mean the proposed UPS approaches and others that allow heavy jet access to SBD Rwy 24 are completely dead, but it certainly doesn't look good. How did this happen? Rumor has it the FAA asked a Prime Air 767 pilot how he does a circle to land approach to runway 24 at SBD, he said he flies base over Redlands Airport (at our traffic pattern altitude).

On July 1st, the FAA sent two separate letters to airmen, LTA SCT-42, and LTA SCT 43. These letters highlight the FAA's assessment of the existing problem. One of the letters appears to be directed to pilots flying into SBD. It states: *"When entering or exiting the Class D from/to the east, pilots should be aware of the proximity of the REI local traffic pattern and remain vigilant to see and avoid other aircraft. To the extent possible, Large and Heavy category aircraft should avoid directly overflying the REI traffic pattern to limit the wake turbulence effects on smaller aircraft."* The other letter appears to be directed to pilots flying into REI and it warns of the potential for wake turbulence and states: *"Due to the proximity of Redlands (REI) and San Bernardino (SBD) airports, pilots should remain vigilant to see and avoid other aircraft. It is imperative that all pilots honor the SBD Class D boundary and not enter the SBD Class D without authorization from the SBD Airport Traffic Control Tower."* We sent out both letters via email, posted the REI letter on the RAA web home page, and on Facebook. The So Cal Airspace Users Working Group was notified of the letters, and they have been placed on their home page news banner with links to the letters.

Bruce Shaffer has taken 3 actions the FAA suggested to minimize potential airspace conflicts. He posted a 6-month NOTAM about heavy jet traffic around the airport. He recorded a similar warning on our Super AWOS. He also had a new runway area sign made to give pilots a better description of where to turn to avoid Class D when you depart REI off Rwy 26.

Since the letters were issued, the RAA has not received any complaints about large jets crossing through the REI traffic pattern on approach to SBD. The FAA has noted some pilots have flown into Class D without talking to the tower. Let's do our part and make sure you receive a clearance from the SBD tower before entering or transitioning through their airspace. Be mindful of their operating hours and the potential for heavy jet traffic. Because of the visibility of these safety issues, there could be some FAA enforcement action if you don't.

EAA Gets Involved in a FAA Data Request on REI Pilot's Experimental Amateur Built Aircraft

RAA and EAA member, Tony Higa, occasionally performs aerobatic events with his experimental amateur built (EAB) Pitts. He has participated in the biplane class at the Reno air races for 17 years and was scheduled for an aerobatic act at Reno this year.

Recently, Tony was kind enough to show his aircraft in his hangar to a Riverside FSDO employee that was visiting the airport with his granddaughter. Even though the hangar visit was not official, it ultimately led to a data request from a Riverside FSDO Aviation Safety Technician. She requested Tony to send them a copy of his registration, airworthiness certificate and operating limitations. They also requested a current program letter of his activities for 2021. The reason stated for the request was "owners of experimental aircraft must maintain a file of the aircraft with the FAA office of jurisdiction". The Aviation Safety Technician also stated, "all experimental aircraft owners need to provide the local FSDO with a program letter of events the aircraft will be flown at annually".

The EAA was contacted for advice on this matter and EAA Government Relations Director Tom Charpentier got involved. We also heard EAA VP of Advocacy and Safety, Sean Elliot, was monitoring this issue with great interest. Tom verified that EAB aircraft with standard operating limitations would not be subject to the FAA annual program letter requirement. That requirement applies to only experimental exhibition or experimental air racing aircraft. So, Tom sent the FSDO Aviation Safety Technician an email with this information in the hope it would resolve the issue.

The Riverside FSDO did not respond to Tom's email. Instead, a Riverside FSDO safety inspector sent Tony an email that stated his racing and airshow activities were outside of activities permitted by his EAB airworthiness certificate which was limited to educational and recreational use. The inspector stated under current regulations, his aircraft is not properly certificated for racing and exhibition activities. They asked him to request an amendment to his airworthiness certificate to include exhibition and racing. The inspector also included this dire message; "until the airworthiness certificate is amended, a program letter is received, and an office file established, you may be in violation of regulations if you participate in any exhibition or racing activities". The type of amended airworthiness certificate the inspector requested would require Tony to submit an annual program letter to the Riverside FSDO for review and approval.

The EAA was certain the Riverside FSDO was incorrectly interpreting the rules. If their request was not contested it could establish precedent that would create implications for any EAB aircraft owner performing racing activities and aerobatic routines. It would also put the FAA in a position where they would be interpreting if an EAB aircraft was being used for educational or recreational purposes. The EAA elevated the matter within the FAA. Thankfully the higher-ups in the FAA agreed with the EAA's interpretation of the rules relating to this matter and are supposed to communicate the correct policy to the Riverside FSDO personnel involved. Tony has been told by the EAA to consider the matter resolved.

Airport Ground Lease Disputes

Coyote Aviation



As we reported previously, the Redlands City Council gave notice of lease termination to Coyote Aviation Corporation on March 17, 2021. 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 principal, Gil Brown disagrees with the city. He alleges that significant lease ambiguities led to the conflict. Gil and many others have viewed the city's actions as an effort to seize privately owned hangars on the airport to increase their airport revenue stream.

Gil orchestrated a massive social media campaign. This campaign led to over 20,000-page interactions on Facebook and Instagram. Most of these by Redlands voters. There are yard signs posted all over Redlands. The Redlands Community News picked up the story and that brought further visibility of the Coyote issue. Many public comment letters were written to Redlands City Council by Coyote supporters.

All these efforts appear to have had some impact on city officials. At the May 20th Airport Advisory Board (AAB) meeting, Mayor Paul Barich announced the city will offer a land lease to Coyote within 60 days. The mayor also claimed the city is not going to buy the Coyote complex. The good news was short lived though. In early June, Coyote shared the city made them a new ground lease offer that had a shorter term and offered a lease rate 7 times more than they are currently paying.

The July 6th Redlands City Council had a closed session to discuss Coyote Aviation. Since the meeting was in council chambers it allowed people to attend in person. Approximately 30 Coyote Aviation supporters showed up at 5pm for public comment. Attendees held "Support Coyote Aviation" signs. Eight people went to the podium to provide comment to the council on the ongoing ground lease dispute between Coyote Aviation and the City of Redlands. You can hear a recording of their speeches at this link: [Public Comment 7-6-21 Council Meeting](#). The public comments made were informative and well prepared. It is hoped, the comments might inform and ultimately convince the Redlands City Council to reconsider their decision to terminate the Coyote Aviation lease.

We are not aware of any other significant activity on the Coyote ground lease issue since the July 6th meeting. Despite all of this, Coyote Aviation owner, Gil Brown is optimistic about a resolution and has said "something will break soon".



Eric Paul

Eric has been actively working with the city to negotiate a ground lease on a hangar he owns in the city complex. A new lease has been negotiated with the city and is based generally on the same terms and conditions of his previous ground lease with Aerodynamics. The new lease was approved by Redlands City Council on 9-7-21.

REI Receives Multiple FAA Grant Awards

Bruce Shaffer shared that REI would receive three federal grants at the July and August AAB meetings. Here is the latest information about these grants. REI was awarded a \$194K FAA Airport Improvement Plan (AIP) grant for airport planning documents. This AIP project is 100 % funded. Typically, 10% of an AIP project cost is picked up by the city (5%) and Caltrans (5%). This year this copay is being funded by the FAA's Airport Rescue Grant program. The city will use these grant monies to pay Coffman and Associates to update and create these airport planning documents:

1. An update to the airport layout plan and narrative. A current Airport Layout Plan (ALP) is required to receive FAA AIP grants. The existing ALP was last updated in 2008. The updated plan will address:
 - Northside development scenarios
 - Developable airport areas including helicopter landing pads and airport training areas
 - Update future hangar development areas, wash rack, and fuel farm, and environmental areas.
2. Develop a hazardous wildlife assessment and management plan.
 - The wildlife assessment and management plan is step 1 of a \$5 million project to update and replace the airport security fence with a new fence with wildlife intrusion features.

The city has also received a \$13k grant from the FAA's Airport Coronavirus Response Grant Program. The monies are supposed to be used "to prevent, prepare for, and respond to the coronavirus disease". The city's plan is to use this award to install touchless features in REI's public restrooms such as touchless faucets and paper towel dispensers. Additionally, the city received a \$32K grant from the FAA's Airport Rescue Grant program. These grants are also intended to "prevent, prepare for, and respond to the coronavirus disease 2019 (COVID-19) pandemic". The city has not announced yet what their plans are for this grant as they are seeking guidance from the FAA on project eligibility.

Tim Sullivan, City of Redlands, announced at the August 19th AAB meeting that the city is working on the FAA AIP grant application for 2022. These applications have an October deadline. The grant application is for additional planning costs associated with the wildlife management plan for REI.

The Corrected Redlands Airport Muni Code Posted to City's Website

As reported in the June newsletter, the municipal code sections that were revised by AAB members and airport users was posted to the city's website with errors. The revisions were made by a committee which included AAB board Members Bob Pearce and Renea Wickman. Also helping were RAA volunteers Phil Ensley and Ted Gablin. The goal of the committee was to shorten the code by removing ordinances (like traffic patterns) that were within the jurisdiction of the FAA.

Sections of the code that were deleted in the revision and approved by city council on 9-15-20, were not deleted but merged within the revision. So, almost two years after the revisions were submitted the airport related sections of the municipal code were still a mess.

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 and would be updated soon. The corrected airport municipal code was correctly posted on the city's website sometime later in June. The airport municipal code can be reviewed at this link: [Chapter 12.56 Municipal Airport](#)

Airport Advisory Board (AAB) Activities

The AAB acts in an advisory role to the Redlands City Council on all things related to the airport. There are many important airport issues discussed at these meetings. They are also a good public forum for airport users to learn about the airport and to make the City aware of airport issues. Meetings are held on the third Thursday of the month at 6pm. AAB meetings are once again being held in the Redlands City Council chambers. Members of the public that desire to comment on the agenda or any other airport issue can attend, fill-out a speaker form, and give a three-minute comment at the podium. AAB members have been receptive to well-intentioned comments from members of the airport community.

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.

Please note at press time there is one vacant board seat. 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

Michael Sullivan fremont_sullivan@yahoo.com

Deborah Forthun debbieforthun@gmail.com

David Raley mustangder@aol.com

CalPilots to hold Annual Meeting on October 16th



CalPilots is inviting RAA members to their annual meeting on Saturday, October 16th. The meeting will be held via Zoom conference. There are some great informational seminars. Featured speakers include John and Martha King and Captain Gary Schank. The conference is free and there are some awesome door prizes. Additional information can also be found on their [website](#).

You must register to attend the annual meeting. You do not need to be a CalPilots member to attend. Click [HERE](#) to register for California Zooming. CalPilots has helped the RAA with airport issues many times over the years. Please consider supporting their activities by joining their organization. Click [HERE](#) to join CalPilots

Blue Raven Aviation Closing Their Maintenance Business?

We are hearing some rumors about Blue Raven Aviation curtailing the maintenance side of their business. We have reached out to principal Jim Eshleman for more information and did not receive a response by press time.

Redlands Airport Association & Hangar 24 Will Hold Blood Drive on November 27th

The RAA is co-sponsoring a blood drive with Hangar 24 on November 27th from 12-5 pm at the Hangar 24 Brewery. [Appointments](#) are recommended. LifeStream will be giving a throw blanket to donors while supply lasts.



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1710 Sessums Drive, Redlands
Saturday, Nov. 27 from Noon to 5 PM
in the bloodmobile.

For appointments call 800.879.4484
or visit LStream.org/upcomingmobiles/



 **LifeStream
Blood Bank**
GIVE HOPE | GIVE LIFE | GIVE BLOOD
800.879.4484 | LSTREAM.ORG



By RAA VP Phil Ensley

Photo Courtesy of Bob Driver & Robert Hansen

September 3rd through the 5th, the Redlands Airport was host to a unique event that a lot of people, including the general aviation community doesn't often see. The International Aerobatic Club, Chapter 26, held an aerobatic competition at Redlands. What is an aerobatic competition you ask? It is an event that brings unique and beautiful airplanes with some unique and incredibly talented pilots together. An aerobatic "box" was created just north of the airport where the competitors were to fly their aerobatic routines for the judges to see. There were about 19 aircraft and 22 pilots that competed within the Primary, Sportsman, Intermediate, Advanced, and Unlimited categories. All throughout the event, there was no negative impact to the airport. Aircraft came and went like normal with the traffic pattern temporarily moved to the south side of the airfield.

The whole event was quite an undertaking which was very well organized by Susan Bell. She had quite the challenge in getting everything ready and approved for the event. Challenges included permitting issues with the installation of box markers in the wash. Additionally, she had to negotiate with the city to avoid a \$3500 fee for the event. But perseverance paid off and these obstacles were overcome.

Susan stayed very busy making sure everything ran smoothly. With her guidance and direction, there were quite a few volunteers that assisted her in all the different duties that had to be done. Oddly enough, even though the event was hosted at the Redlands Airport, there were only 5 of us from the airport that volunteered.

The event was blessed with great weather, except it was very hot. Just the day prior to the start of the event, visibility in the area was awful from haze and smoke from some fires that were burning in the area but come Friday through Sunday clear skies prevailed.

My experiences with the aerobatic competition were quite fun and involved. I assisted the chief judge with making sure every competitor's paperwork was in order, I was an assistant judge with calling the maneuvers in the sequence so that the judge could watch and critique, and I was a line judge watching the competitors and recording any time they left the aerobatic box. I learned a great deal in what is involved with a competition. The structure and professionalism that everyone carried was felt in all aspects of the event. Everyone must go through a tech inspection and paperwork inspection to make sure the aircraft are in sound shape and documented. If there are any calls or scores that the competitor doesn't like, there is a protest process.

The awards ceremony was held at Hangar 24. It was a joy to watch the competitors receive their medallions and trophies. Susan also hosted the awards ceremony. She is truly a talented and gifted person that went above and beyond to make the event so successful. She has plans for an even better competition next year that could potentially involve Young Eagles and a more friendly and open environment for spectators.

I really want to encourage you to come volunteer next year. You will have a great time! And in my humble and personal opinion, I believe that the Redlands Airport was very fortunate to have been given the opportunity to be the site of such a great event. This is what aviation is all about. It's about having a chance for many like-minded individuals to get together and put on an event that pushes people to exercise their skills and talents, an opportunity for a unique entertainment experience for the spectators, and an economical benefit to the community and city with all the hotel stays, the fuel bought, and fees paid. This event gave that much more purpose to the airport on top of what this place means to us as patrons and users. I believe this can successfully become an annual event that the airport community can positively get behind and help support. I hope to see you next year!





The actual Redlands Aerobatic Cup was displayed at the Hangar 24 awards ceremony. The attached plaques denote the IAC chapter with the most wins for each event. Susan Bell would like to eventually display the cup in the REI lobby.

Stuff a Plane! Charity Toy Drive Benefitting The Salvation Army

By RAA Secretary Cindy Gablin



As I'm sure you have heard by now, the RAA is hosting a toy drive this year for Christmas to benefit the Salvation Army. We decided this would be a great way to support our local community and keep the toys local. We have met with the local Redlands Salvation Army, and they are extremely excited for our help.

The toy drive will be held at the lobby of the Redlands Airport on December 4th, rain, or shine. The RAA will be hosting a barbecue lunch for a reasonable price, and if it's a nice day, we will set up the bean bag toss in the EAA Memorial Park.

EAA Chapter 845 will be having a Young Eagles event that day as well. This has always benefitted both the RAA and the EAA in the past to bring the local community to our airport. The EAA is always looking for pilots to fly kids. Please consider joining them as I heard from the Salvation Army, they are hoping to bring some kids from their shelter for a flight.

We plan to have a flight simulator set up in the lobby for the kids to come try their skills. If weather does not permit a Young Eagles Flight, at least they can still have some fun.

We will be advertising the toy drive to our local community via the paper, social media, and flyers to come to the Redlands airport and donate a new, unwrapped toy. In addition, we will send flyers to the surrounding airports asking pilots to fly in, bring a toy and join us for a fun day. I am asking all our Redlands pilots and families to come out and support this wonderful campaign.

This is a toy drive, and we will begin collecting toys November 1st through December 4th. I sent out an email on August 14th asking for volunteers to place and monitor toy collection boxes at businesses, churches, or other locations. Unfortunately, no one offered. At our last RAA meeting, I did get a couple of people offer to help, but we could use more. We can't do this with just a couple people. We need your help! It doesn't take much to ask your local hang out if they would support us by placing a toy collection box. I am hoping we can collect a ton of toys. Gil Brown offered to help store toys for us if the boxes get filled up prior to December 4th. Our "Save the Date" flyer is included on the next page. We can print you a copy if needed to take with you when talking to principals at potential collection sites.

Besides help with a collection box, please put the word out to all your friends, family, and neighbors to come to the airport on December 4th and bring a new unwrapped toy or two, or more. We could also use some help on December 4th with the BBQ and collecting the toys. Please send an email to Redlands.Airport.Association@gmail.com if you are interested in helping.

Be a hero and volunteer to make this year's toy drive a great success. Thank you in advance!

Save the Date!

Stuff a Plane! Charity Toy Drive

Benefitting



**Saturday, December 4, 2021, 10 AM - 2 PM
Redlands Municipal Airport Public Lobby**

EAA Young Eagles Flights, Fly-In, BBQ & More!

Please Attend & Donate a New Unwrapped Toy

Food and Drink Available for Purchase.

For more info contact: Redlands.airport.association@gmail.com



Women in Aviation – Susan Bell

By RAA Director, Sherry Ferar

Susan Bell lives in Apple Valley, California with her two cats named Taco and Bub. Susan has had a long time passion for aviation. Well educated, Susan received her Bachelors of Arts Degree from Baylor University and her Masters of Fine Arts Degree from Florida State University.

Susan currently works at NASA's Jet Propulsion Laboratory in Pasadena, California, where she educates the public about Earth science. Her multimedia work includes producing video series, social media shareables and graphic artwork for NASA missions. She hosts community events where she demos apps and speaks about other NASA projects and climate change. She also was an instrument operator during an airborne mission studying snowpack in California to improve water management.



As a youth Susan wanted to be an astronaut, and even went to Space Camp in junior high, but her path led her to an engineering degree. Finding that engineering was not quite the fit she was looking for she pursued a career in the film and television industry. When she visited NASA Dryden Flight Research Center as a guest to view sonic boom research flights, it dawned on her that most astronauts were also pilots and she should pursue her pilot's license.

Susan had no exposure to aviation as a child, so she is a first generation pilot who learned to fly in her 30's. She completed her private pilot training in four months with the Alameda Aero Club at Metropolitan Oakland International Airport. After moving to LA, she became bored with straight and level and completed Emergency Maneuver Training at CP Aviation in Santa Paula, Ca. There she fell in love with unusual attitudes in flight.

When she started her aerobatic training, the instructor said she needed to first learn the correct language to understand the rules and concepts. Susan said "Oh, you mean the Aresti language", (international symbolic notations for aerobatic figures), "I already bought a book!", and proceeded to draw the notations on the school whiteboard.

In 2016 Susan started IAC Aerobatic competition flying a Bellanca 8KCAB with a safety pilot and joined IAC Chapter 26. After her first year flying International Aerobatic Club regional contests, she knew it was time to get her own plane to progress. She thought she wanted a single-seat Pitts, but fell in love with an iconic pink, blue, and white 1990 mid-wing Extra 300, which she purchased in 2017. Moving from a Decathlon to an Extra was challenging as it is a lot of plane to learn how to fly, but she loved her "plane baby". The Extra is a high performance, aerobatic aircraft and becomes a part of you, and she says, there's nothing like rolling and spinning around the sky strapped into one.





In 2018, after a string of regional wins in the new plane, she won the U.S. National Sportsman Aerobatic Champion title with an overall score of 84.7% on her first trip to the Nationals (less than 3 years from her first spin lesson).

Her general aviation background is as varied as her career: Susan is a certificated flight instructor, has a commercial glider certificate, and has flown Traffic Watch for radio stations KFI and KNX. Susan also enjoys meeting other pilots interested in the sport, as well as encouraging girls and women to pursue aviation as a hobby or career. She tells them that it is so empowering when you achieve your goal of becoming a pilot, then continue on to accomplish other ratings and certificates. The number of female pilots

currently participating in aerobatic competitions is around 10 percent, which is better than the national average of 6-7% women in aviation.

This year, Susan was ready to begin a new chapter. Her new plane, "Bluebird" is an Extra 300 S-R originally flown by Nicolas Ivanoff in the Red Bull Air Races in 2007/2008. The Race wing was switched to an aerobatic wing, thus replicating a 330 SC model, and the plane was then flown by both the German and American teams in aerobatic competition. She says it's like a flying Indy car. Compared to her Extra 300 mid wing, the differences are Lycoming 580 vs 540, the ailerons and elevator are modified for greater roll and pitch, lighter weight and is a single seat vs a two seat. Basically, it's an Extra on crack!

In the top levels of aerobatic competition, a pilot must be ambidextrous to complete both right and left maneuvers and in good physical condition to combat the positive and negative g-loads on the body. There is constant training and coaching from the ground to learn and perfect maneuvers.

Susan has proven it, yes, you can injure yourself flying. She tore her ACL and meniscus in June of this year and needed surgery to reconstruct it. She's been out this entire contest season and won't be able to practice for months, but that hasn't stopped her from running contests, answering questions and promoting aerobatics. She's managed to maintain her sense of humor throughout it all, and she's hoping to be back at the fun flying part after the first of the year. Another female pilot, Patty Wagstaff provides mentorship and advice and Vicky Benzing has encouraged her to consider air shows. Who knows, that may be a possibility we may see in the future.



Watch Your Back! (Plate)

RAA Interim Safety Officer, Bob O'Connor

The internet has quite a few listings on the subject of aircraft spinner and or spinner backplate problems. From big block Bonanzas, Cessnas and Pipers to fuel sipping experimental aircraft, all can have spinner or backplate issues. I humbly offer some insight of what I have experienced personally, read, or heard about. The goal is to maybe get us to start looking at these parts a bit more often, say every preflight. It's not about just making sure all the screws are there.

Nine years ago, I accidently found a cracked McCauley spinner on a Continental IO-520-D during an annual inspection. I say accidently because the backplate inspection had not been done yet! This particular spinner and backplate had only 280 hours of time in service. On this aircraft the backplate gets sandwiched between the prop hub and the crankshaft flange.

Many years ago, I noticed a Cessna 310 with slight spinner wobble on the port engine. The next time I saw that plane, the spinner was gone... lost somewhere over Kansas I was told. Four years ago, a recently purchased Bonanza crashed shortly after takeoff at Hesperia airport. Witnesses saw something depart the front of the plane before it impacted the ground at a steep angle. Crash scene video appears to show the spinner is missing. Sadly, the two people on board perished.

So why bring this up? To hopefully generate a change in thinking... to not just look for the obvious. To inspect the spinner assembly more thoroughly, take a minute and look for cracks. Get a mirror if needed. If you notice anything that doesn't look right contact your favorite A&P mechanic. Your input and comment are always welcome and appreciated!

Thanks

Bob O'Connor bellancabob@gmail.com



Cracked Backplate -Mooney



Typical Cracked Spinner

Urgent Message to CalPilots Chapters and Members



CalPilots wants you to know we are monitoring the situation at Reid-Hillview closely.

The CalPilots Board of Directors is sending out this urgent message regarding a new threat to your airport and your ability to fly in California.

This past Tuesday, the Santa Clara County Board of Supervisors took several actions in regard to the county airports which they sponsor (own/operate) which may impact your local airport. Among those actions were:

They gave staff task to seek the **immediate** closure of Reid-Hillview Airport, in part based on a statistical study of LEAD impacts on the community caused by the airport. This is an attempt to void federal preemption over airports and the grant assurances obligating them to operate the airport until 2031 and take the land for non-aviation purposes.

Authorize \$90,000 to assist the author in publishing his study despite hundreds of comments and concerns regarding the facts and accuracy of the study. It should be noted that the study took no independent surveys or lead samples - it simply created a mathematical simulation based on a database provided by the California Department of Public Health - Childhood Lead Poisoning Prevention Branch and there was no attempt to identify any sources of lead.

Direct staff to reach out to other airports to seek collaboration on additional LEAD studies and coordinate the results.

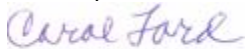
To restricted growth and development of the other county airport so that, should they be able to close Reid- Hillview, those aircraft may not have facilities or space to relocate within the county. The Director of Aviation for the City of San Jose has stated that they will not be able to accommodate an influx of aircraft should Reid-Hillview close.

These actions are a direct and immediate threat to your local airport and your ability to fly. We ask you to 1) Get educated on the problem, 2) Place this notice around your airport so others become aware of the issue and join us, 3) Engage with your FBO and Airport Manager to find out what their opinion is and what actions they are taking (Note - Two FBO's at RHV already have Unleaded 94 Octane available) , and 4) Keep us informed as to what you see and hear at your airport regarding this issue.

We are engaged with the FAA and other aviation organizations to address this attempt to circumvent federal obligations and will keep you informed via Calpilots.org.

(CalPilots Website: <https://www.calpilots.org>)

Sincerely,



Carol Ford
President

Awards, Endorsements & Ratings @ REI

Erik Hoel

Private Pilot

CFI Joe Scarcella

8/9/21

Joe Scarcella Aviation

Congratulations goes out to Erik Hoel for passing his private pilot airplane single engine land rating. DPE Norm Robinson right. lower bottom photo.



Update - REI Student Grant Hoel

Erik and son Grant are pictured to the left. Erik and Grant trained together at Joe Scarcella Aviation. What a great father and son experience! We reported in our June newsletter that Grant Hoel soloed in April this year. He hasn't been sitting around since that date. He is headed to Marine Corps Officer Candidate School, Marine Aviation in September. We are behind you Grant. Make us proud. **Semper Fi**





Robert Tejeiro

Private Pilot

CFI Joe Scarcella

8/10/21

Joe Scarcella Aviation

Congratulations goes out to Robert Tejeiro for passing his private pilot Checkride. Norm Robinson DPE. You did it Robert. You worked hard. Nice job!

Chris Devince

First Solo

CFI Joe Scarcella

9/19/21

Joe Scarcella Aviation

Congratulations goes out to Chris Devince for soloing the BE 77 Skipper on September 19, 2021. Mom, Dad, and Krissy there for support. Outstanding job Chris. You are making great progress. We are proud of you.



Bryan Pavlevsky

Private Pilot

CFI Tamoor Ilyas

6/21/21

NextGen Flight Academy

Congratulations Bryan on earning your private pilot's license. Best wishes for years of safe flying!

***Kevin Sewell***

Private Pilot

CFI Tamoor Ilyas

7/15/21

NextGen Flight Academy

Congratulations Kevin for earning your private pilot license. Way to go!

Fred Flora

Multi Engine Rating

Hyun Do “Brian” Park

8/9/21

Sling Pilot Academy (TOA)

Fred earns a spot in the RAA newsletter because he started his instruction at REI. In our last newsletter we reported he earned his CFI and CFII. He also said he was working on his multi engine rating. Fred is a man of his word. He earned that on 8-9-21. Way to go Fred!!!



In Memoriam - Cameron LeClaire (1999-2021)

Cameron LeClaire was a young aspiring pilot that tragically lost his life in an aircraft accident near Banning on July 30th. He was a member of our pilot community having earned his ratings at REI. Cameron was flying with his friend Granite Shelton. According to Cameron's dad the Cessna 150 was recently purchased by Granite as he wanted to learn to fly. The NTSB is investigating the cause of the accident. On August 13th we shared a tribute with members by email from one of his REI flight instructors Joe Scarcella. Its reprinted again in this article along with some more photos. On September 25th, Jon & Renea LeClaire held a Celebration of Life to honor their son at Big Bear Airport. It was well attended.

Our sincere condolences to the families of Cameron and Granite.





In loving Memory Of Our Friend Cameron LeClaire

It is with great sadness and an empty heart to share this message. Cameron LeClaire, a former student, and friend lost his life to an aircraft accident on July 30, 2021, at Banning Airport. A Big Bear resident and fellow Redlands Airport pilot, Cameron was a remarkable and charming young man; eager, highly motivated, kind, pleasant and a top-notch pilot on his way to a great aviation career. Cameron had many friends, was liked by all, and just the kind of person everyone wanted to help and see succeed. He truly had the right stuff. At a young age Cameron got the flying bug flying with the Young Eagles. Cameron recently obtained his commercial pilot certificate, held a tail wheel endorsement, and was working for Chalk Two at Apple Valley Airport. He was close to completing his instrument rating and other achievements as well.

Like you, I ask myself why and how this could have happened? We may never know exactly! Still, it seems our Lord had bigger plans for Cameron.

As this is a difficult message, Cameron's father, Jon LeClaire asked that I share our loss with the Redlands Airport Community. A Go Fund Me page for Cameron can be found at <https://www.gofundme.com/f/with-love-for-cameron-leclaire> for those interested. An aviation scholarship to be set up in Cameron's name is being discussed. God Bless You Cameron! You will not be forgotten. My deepest condolences go out to Cameron's family and friends. My heart aches sharing this message.

*With the deepest condolences,
Joe Scarcella.*



Did You Pay Your RAA Annual Dues?

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?



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](#)



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Learn To Fly with Us!

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

Upcoming Airport Events

October 16, 2021- CalPilots Annual Meeting. Open to all RAA members. For more info and to register go to:

<https://calpilots.org/2021/09/registration-general-meeting-saturday-october-16-2021/>

November 27, 2021 – RAA & H-24 Blood Drive. 12-4pm @ Hangar -24 Brewery.

December 4, 2021 – Stuff a Plane Toy Drive & EAA 845 Young Eagles event. 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. Link for agendas and videos of previous meetings:

<http://www.cityofredlands.org/cms/one.aspx?pagelid=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.

It's Your Airport Get Involved!!!!

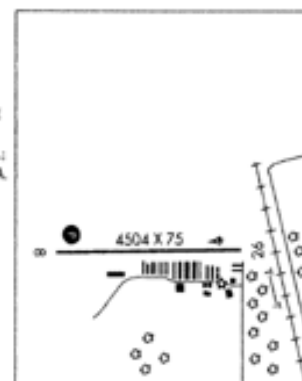
About Our Organization...

"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 H4504X75 (ASPH) S-12.5 MIRL 2.3% up E
RWY 08: REIL: PAPNP2L—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 aprt. Helicopter activity, avoid noise sensitive areas of aprt. 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 aprt 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 (N) VORTAC 112.2 PC2 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-4H, 7C, A
MAP



Not for Navigation