



12-31-21
Volume 8, Issue 4

Redlands Airport Association

Chapter of California Pilots Association

Newsletter

The Mission of the RAA

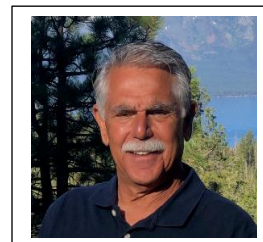
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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

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Observations & Comments

By RAA President Ted Gablin



I don't know about you, but I am looking forward to the new year. Hopefully, without COVID-19 significantly impacting our lives and with less drama at Redlands Airport. It's a good time to reflect on what has happened this year at REI both bad and good.

Let's start with the bad. We lost some great members of our airport community this year. Jack Ree and Wayne Reid were friends to many of us for years and they are missed. A young aspiring pilot that trained at REI, Cameron LeClaire, tragically lost his life in an aircraft accident. Our thoughts and prayers are with all their families this holiday season. The ground lease dispute between Coyote and the City is nowhere close to resolution. This issue is headed to the courtroom. Thousands of dollars will be spent by both parties in their efforts to come to an agreement. From our vantage, there just doesn't seem to be any other way. It's clear to all of us, the city has used a discrepancy in the contract about the deadline for lease renewal to raise ground lease rates on Coyote and to shorten the term so the complex can revert to city ownership. The city officials involved appear to be focused on immediate financial gain and are ignorant of how this action will discourage future private development at the airport.

There were good things that happened at REI this year. The proposed UPS RNAV Rwy 24 Visual Approach into SBD was nixed by an FAA panel. It was deemed too risky. This approach may surface again as there's considerable money involved with the SBD freight business. The number of large turbine aircraft going to SBD by cutting through the REI traffic pattern unannounced has diminished thanks to a thoughtful FAA inspector at the Riverside FSDO. A few events were held at REI this year too. We started the year with a flyout to Stovepipe Wells Airport in Death Valley. We were joined by other pilots supporting an effort to show the value of the airport to the US Park Service. EAA 845 held two great Young Eagles events. Many kids got a plane ride courtesy of some generous volunteer pilots. The RAA sponsored two blood drives, one of them with the help of Hangar 24. About 40 units of blood were collected at both events. The Redlands Aerobatic Cup organized by IAC Chapter 26 was a big hit. They will be back in 2022. The RAA also held a very successful toy drive this year to support The Salvation Army San Bernardino Corps. And if that was not enough, the RAA and EAA 845 organized an airport holiday dinner at Mill Creek restaurant to close out the year. It was well attended. If you didn't participate in any of these events you missed a good time!

On behalf of the RAA Board I want to wish all of you and your families, Merry Christmas, Happy Holidays, and a safe and healthy New Year!

Airport Updates

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

At a recent RAA meeting a member noted he hasn't seen many pattern incursions lately by large aircraft on approach to SBD runway. The member said he talked to Nelson Sanchez, an FAA inspector at the Riverside FSDO, regarding pattern incursions. Nelson stated he can track down the incursions with radar tracking data. He then finds the pilot and sends them a letter. He stated he has tracked down a 747 that went through the REI airspace, below pattern altitude.

Nelson wants to be called at the FSDO (951) 276-6701 x 2321 with information on any REI pattern incursions by aircraft on approach to SBD that we witness. If you call Nelson, please let him know the date, time, and type of aircraft involved. Nelson has also communicated to airport supervisor, Bruce Shaffer, that the FAA has tasked individuals for future fact-finding meetings to discuss the safety issues between SBD and REI. This is like the risk management and safety panels the FAA had a few months ago. The heavy jet traffic issue over REI has not gone away. Please keep this in mind when you are approaching the REI traffic pattern. Monitor 119.45 if you can and keep your eyes scanning for traffic!

Coyote Aviation Ground Lease Dispute

The Coyote Aviation ground lease issue is nowhere close to being resolved. Since our last update in September, the city set terms for the parties to mediate the dispute. Coyote Aviation agreed to city terms for mediation although stipulations made by the city for mediation were not favorable to Coyote. Despite the city's setting of terms and Coyote's acceptance of them, City Council declined to pursue mediation.

Three times Coyote Aviation has been given required 30-day notice to vacate the premises. The first notice to vacate was voided by mutual agreement to give the parties a chance to negotiate a settlement. Two other notices were issued but were not valid because of city-made errors in the serving process. Coyote principal, Gil Brown, anticipates they will be served a 4th notice to vacate and at that point will seek relief through the legal system.

As this matter appears to be heading to a courtroom for resolution it will be difficult for the parties to share updates. Gil Brown has said that he is confident Coyote Aviation will ultimately get this issue resolved to their satisfaction. "We are prepared for it to take a long time," said Brown, "at least until the terms of three City Council members expire in November and they try for reelection."



CalTrans Division of Aeronautics Performs REI Airport Safety Inspection

Many people don't know about CalTrans role with airports in California. CalTrans has a Division of Aeronautics (DOA). The DOA is responsible for airport permitting and inspection in California. They also publish the California Airport Land Use Planning Handbook (Handbook), which establishes statewide guidelines for airport land use compatible planning based on the State Aeronautics Act.

When state funding is available, the DOA can provide grants and loans for airport improvements subject to state requirements. Two of the grants the state offers include:

- A \$10,000 Annual Credit Grant. It is available to eligible public-use and publicly owned airports.
- A 5 percent matching grant for approved FAA Airport Improvement Plan (AIP) project. Once an FAA AIP grant has been executed, an airport sponsor can apply to the state for an AIP project matching grant.

Eligibility to receive DOA grants require an airport to meet or exceed minimum airport safety standards. Compliance is met through annual airport safety inspections by DOA inspectors. On October 5th, REI had its annual safety inspection. The inspection was performed by Aviation Safety Officer Mike Smith. He identified the following issues needing to be resolved:

- Clearing vegetation within 100' of the runway edge.
- Some tree trimming in the Jacinto avocado grove on the south side of the runway 26 approach
- Removal of some palm trees growing in the open drainage ditch adjacent to the west ramp and removal of a palm tree on the north side of the Redlands Hangar Owners Association (RHOA) complex.

Airport supervisor, Bruce Shaffer, has already had some of this work completed. The open drainage ditch has been cleared of weeds and trees. The palm tree at the RHOA complex has also been removed. Finally, CalFire crews performed the vegetation removal within 100' of the runway. CalFire was hired by the city last April to remove heavy brush all along the north side of the runway. They are back again because CalFire employs prisoners to keep the costs reasonable.

New West Ramp Tenants at REI

On October 25th, Bruce Shaffer sent an email to his airport contacts notifying airport tenants that two firefighting companies had decided to lease space on the west ramp at REI. Both firms had been displaced from other airports. These firms include Columbia Helicopters and Siller Helicopters.

Columbia brought a Chinook and support vehicles to REI for approximately 3 weeks. They were performing extensive repairs on the Chinook including an engine change. The Chinook had to make an emergency landing during one of their firefighting jobs and Columbia was eager to get it repaired. Columbia leased space for their helicopter repair directly in front of a portion of the Coyote complex hangars. Siller Helicopters decided to lease space for two large helicopters, an S-61 and an S-64 Skycrane, along with some support vehicles. They will be parked on the west ramp all winter working on their aircraft. They have been staged at a location that will not affect High Performance or ATA activities. Please see the drawing below that accompanied Bruce Shaffer's October 25th communication.



The Columbia crews did get the Chinook repaired in short order. On November 12, during a 30-minute engine run-up of a new engine, oil was sprayed on a portion of the Coyote hangar building. Additionally, there were oil stains and dirt left on the ramp after the repairs were completed. Coyote principal, Gil Brown, contacted Columbia and they did come out and clean up the mess. We heard the Columbia representative questioned the location of their leased space adjacent to the Coyote hangars. The oil stains on the building remained after cleanup. Gil Brown documented his concerns about the damage to Bruce Shaffer and he was given information necessary for him to file a damage claim with the city.

RAA and Hangar 24 11/27 Blood Drive Results

The RAA and Hangar 24 sponsored a blood drive on November 27th. The LifeStream donor bus was set-up at the Hangar 24 brewery. LifeStream had 37 appointments the morning of the blood drive, many of those were donors from our airport community.



Of course, some folks make appointments, show up, and find out for one reason or another they cannot donate. Others who make appointments sometimes forget to show up. In the end though, it was a great day for LifeStream as they obtained 19 useful units of whole blood which is fantastic. With a critical shortage of blood available for transfusions this donation effort has already helped local hospitals save lives. Thank you to those that participated!

For those that were not able to donate on 11/27, you have a unique opportunity to donate. LifeStream has a special promotion from 12/26 through 1/15 where all donors will be entered into Super Bowl Sweepstakes. Please consider going to the LifeStream donation center or visit one of their blood mobiles and donate during this time. You can read about the promotion and schedule a donation appointment at this link: [LifeStream Blood Bank WIN A Super Bowl LVI experience - LifeStream Blood Bank \(lstream.org\)](http://LifeStream Blood Bank WIN A Super Bowl LVI experience - LifeStream Blood Bank (lstream.org))

Aircraft Maintenance Still Available at the Blue Raven Aviation Hangar

In September we reported that Blue Raven Aviation had curtailed the maintenance side of their business. Since then, we learned maintenance is still available at the Blue Raven Aviation hangar. Their former A&P mechanic, Phil Mousseau, is still working on aircraft at the facility. He also shared he is hoping to have his inspector's authorization in January. Phil is very excited about offering maintenance services to REI. Contact Phil at 626-715-9252 if you have need of aircraft maintenance.

Proposed New CalPilots Bylaws and the RAA

The RAA is a legal chapter of CalPilots. If you didn't know anything about CalPilots, they are a volunteer airport advocacy group with a focus on California airport issues. They have been in existence since 1949. They do work closely with AOPA and provide great support to the RAA on our airport issues. They are more responsive on local airport issues than the AOPA because they limit their advocacy efforts to just California airports.

CalPilots has a 501c3 IRS tax exemption that we get to utilize as a chapter, it saves the RAA about \$800 annually in taxes. Our annual chapter dues are \$100 so being a chapter is a great deal. There are only a couple of RAA members that are CalPilots members. There may be a couple more people on the airport that are also CalPilots members.

Calpilots is revising their Bylaws. The criteria in the new bylaws regarding chapters includes a membership requirement. Here's what they are proposing: *At a minimum, all Chapter Officers shall maintain current paid dues status as CalPilots members. Alternatively, in lieu of the Chapter Officers, a minimum of 5 Chapter Members or 10 % of the Chapter membership, whichever is greater shall be CalPilots members. All Chapter members are encouraged to become CalPilots members.*

RAA members are encouraged to consider supporting CalPilots by becoming a member. Membership is \$35 a year and you are supporting a great organization. Your dues are tax deductible too. For more information about CalPilots visit Calpilots.org

Airport Advisory Board (AAB) Activities

The Redlands City Council has approved two new AAB members to replace existing members. Jason Golembeski will replace board member Donald Craw. Jason's application for the position states he is a private pilot.

The 2nd board member selected is Thomas Cook. He replaces board member Renea Wickman who also resigned. Thomas is an instrument rated private pilot based at REI.

Here are the names and emails of the current AAB members:

James Pickens jpickens57@yahoo.com

Robert Pearce rpearce898@aol.com

Michael Sullivan fremont_sullivan@yahoo.com

Deborah Forthun debbieforthun@gmail.com

David Raley mustangder@aol.com

Jason Golembeski jasongolembeski@gmail.com

Thomas Cook tomcook1993@gmail.com

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.



A Birds Eye View - Part 1

By RAA VP Phil Ensley

Most of us like the convenience of traveling across the country in an airliner way up at thirty-five thousand feet. We sit down, put in our ear buds to watch the in-flight entertainment, or catch a few Z's while we effortlessly travel at five hundred miles per hour. Others are blessed with a fast and efficient personal airplane that may take us to our destination a little longer and lower than an airliner, but still quite quickly and high at altitude. We seem to magically reach our destination in just a few hours without much thought of what we have flown over. It makes this world of ours seem quite small. Air travel of today can make us forget how it all started 100 years ago.

I had the wonderful opportunity and experience to fly a Piper Super Cruiser from Redlands to Tennessee, particularly Upper Cumberland Regional Airport (KSRB) a few months back to relocate it for a good friend and instructor of mine. While I have flown to Texas in a small single seat biplane twice, this trip in the Super Cruiser would be by far the longest trip for me in a general aviation airplane, both in distance and time.



I had planned for two full days of flying with an extra day figured in if I ran into weather. The weekend that I had to pick for the trip was not the most ideal due to potential weather along my route. I was hoping I would be flying behind the weather, thus missing the majority of it. Boy was I in for a surprise!

Day 1

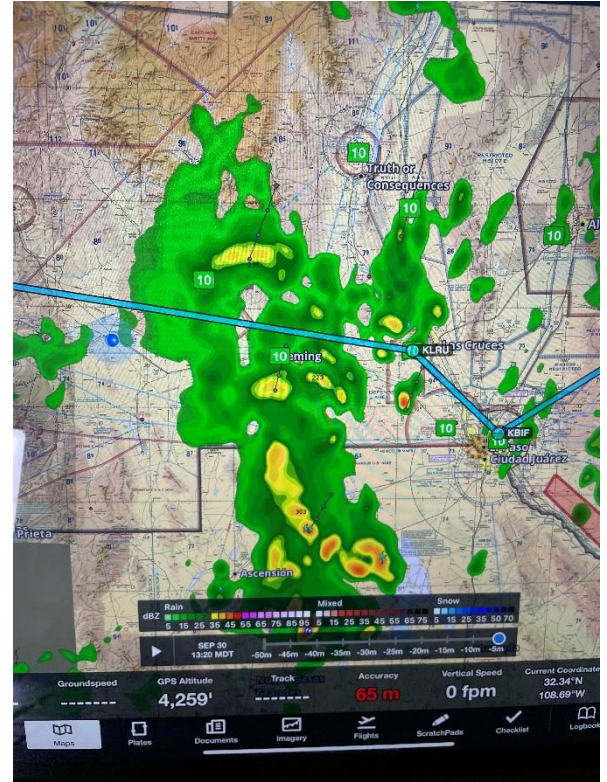
My first day started out early. I was airborne before the sun came up. The weather was nice here locally with clear skies and calm winds. I had planned my first fuel stop at E63, Gila Bend Arizona. I flight planned for 5500 ft cruise altitude which put me over most of the terrain on my flight planned path. While just SE of Palm Springs and just over the mountains, I got stuck in a mountain wave that made me lose a bit of altitude. Even with full power applied I couldn't climb out of the descent so elected to turn south toward a valley. That thankfully got me out of the wave and back up to altitude. Now a little about the Super Cruiser: it's not a fast or particularly powerful airplane. I knew this from the get-go, but the fact was definitely driven home by this mountain wave situation. I knew that I had to think ahead and consider whatever terrain I was going to be facing. I made it to Gila Bend and found a deserted airfield. A few airplanes under a shade hangar that were in dire need of paint jobs but a surprisingly nice small lobby with clean restrooms. Once fueled up, I started again eastward with my next fuel stop planned at Las Cruces, New Mexico.



Shortly after departure and once at cruise, I heard ATC call out to another aircraft in the area of some fast-moving F-35's. I could see on Foreflight from my Stratus that there were indeed some fast icons coming my way. Out of the corner of my eye, high and to my 10 O'clock I saw three F-35's in loose formation about 1500 feet above me. They all made a shallow right turn across my flight path almost in saying "Yeah we see you down there." I had to fight the childhood urge to wave at them. All along the flight I was enjoying the big mountain mesas and local topography. After all, you can really study the ground when barely doing 90 knots along the ground. The cloud coverage was starting to densify and Foreflight was starting to show some precipitation ahead of me. I

was paying close attention to what ATC was telling other aircraft around me where some of the heavy precipitation was falling. As the clouds started looking darker and more ominous in front of me, I knew I had to go to plan B when ATC told me of a wall of rain about 20 miles long in front of me. I had my eye on a nearby airport as I was approaching the line of rain and made the decision to divert there.

With the weather close by, the winds were whipping me around as I descended towards Lordsburg Municipal, New Mexico, KLSB. Having a 5000-foot clean and newly painted runway in front of me was a kind sight. The heavy rains had already been here as evidenced by the wet surfaces. I taxied over to the empty ramp, turned the plane into the wind next to the fuel pumps and decided to fuel up and figure on waiting out the weather in the plane. I thought I was the only soul around with no aircraft or vehicles in sight. Only a few minutes went by when a friendly looking gentleman walked out of the lobby and headed straight for me. He introduced himself as Fritz and immediately offered to help. I can confidently tell you that there is not much out in Lordsburg, it is a small town and a sparse airport, but makes up in heart, kindness, and customer service with Fritz. I would immediately go back there just to say hello to him. He made me feel right at home. He helped me fuel up, chock the plane, and showed me the cozy amenities the small airport lobby had. He even gave me some apples from his own lunch for a snack. I knew that I was going to be there for a while to wait out the storm and Fritz was very understanding. Since it was the end of the day for him, he gave me his personal number, and offered to take me into town for food or to accommodations to stay overnight. Fritz makes Lordsburg a gem and I encourage you to fly out there and say hello.



After waiting for several hours, the weather had passed along enough that I could continue my trip. Initially I had the high expectation of trying to make it to Altus, OK on my first leg to visit my initial loadmaster instructor when I went to C-17 loadmaster school back in 2017. I knew it would be unlikely, but I still wanted to make the effort. After my multi-hour layover in Lordsburg, I knew this trip was going to go off the rails from my original plans. I decided to make my next stop at Donna Ana County (KDNA) since I had stopped there twice on previous trips. I knew this would be my last stop on my first day, so I wanted a familiar area. Donna Ana is on the New Mexico side of El Paso, and well south of Las Cruces. The airport has a very long runway which helps with potential high density altitude operations. If you ever find yourself there, I highly suggest the War Eagle's aviation museum on the field.

Day 2



After a restful evening, I got back out to Donna Ana before daybreak to get a good start but found that the Super Cruiser hadn't been fueled up the night before and if I had it fueled before 7 AM, it would incur an after-hours fee. I elected to wait. It gave me a good chance to study over what weather I would be facing ahead and see a gorgeous New Mexico sunrise. I met the captain of a Mexican registered Challenger 604 at the FBO, and we had a great conversation. He came out to the plane to admire it. He started to reminisce about his early flying days flying a cub and other tail draggers for his first few jobs. After preflight, I was airborne again with the sun in my face, climbing up over the mountains that border Texas and New Mexico. Upon reaching altitude over the mountains, I got in touch with Center and got flight following for my first stop of the day. As I was over El Paso, I could hear my new Challenger 604 friend trying to reach Center while

they were still on the ground at Donna Ana. Due to the mountains in the way, they weren't able to reach Center. I acted as a relay and got them situated for their clearance.

it's quite interesting to see the stark difference in landscape once you reach Texas. It goes from mountains all around to nothing but flat land with oil fields as far as the eye can see. My first fuel stop for this day planted me at Winkler County Airport, KINK. I definitely knew I wasn't in California anymore judging by all the overalls I saw being worn when I walked into the lobby. There was a decent group of people seated chatting about airplanes, farm equipment, and oil. As soon as I walked in, the room fell silent. But I knew I was in good company. It wasn't long before they started asking me questions about my journey. One gentleman went out to the airplane to help me trouble shoot a slight drip from my right fuel sump. It is so wonderful and refreshing to be around kind and compassionate people, especially while traveling. After reviewing more weather ahead, I forged on to my next destination, Arledge Field (F56) just north of Abilene Texas. I had quite the time along the way dodging thunderstorms. I cannot tell you how thankful I am for all those professional air traffic controllers. They truly watch out for you. As I was approaching Arledge Field, I couldn't believe the amount of military training that was going on around me. T-6's, T-38's, C-130's, T-1's. There was some very busy airspace and some interesting weather.



When I got close to the field, I could also hear a Mooney on the way into Arledge who landed about 10 minutes in front of me. The airfield has a paved asphalt as well as grass strip. There was a NOTAM saying there were no surface markings which was definitely evident while in the traffic pattern. There were absolutely no paint markings whatsoever. Upon landing, I could tell this airfield was vintage and had a story to tell. As I taxied, I could see the Mooney that had preceded my landing. While fueling up, I kept an eye towards the sky in the hope that the ceilings would increase. As I finished up, the pilot who flew the Mooney drove over and introduced himself. His name was Tracy, and he is one of the pilots that call Arledge Field home. A very kind and cordial gentleman who gave me some history of the airfield. Arledge used to be a primary training base for the Army Air Corp during WWII. Tracy pointed out several buildings and what they used to be in those days. He also showed me his large communal hangar and the pilot's lounge that he and his fellow airport patrons created. It was a true testament to close knit aviation community. As I was planning my next destination, he graciously offered his home for me to stay at if I could not continue my journey that day. If you haven't noticed yet, there is a trend here. Every destination I had landed at so far showed me in one form or another how wonderful aviation and the people that are in it are.

My final stop for my second day of travels would be Alliance Fort Worth (KAFW), which also would be the biggest airport I would visit in my journey. Why would I land at this large airport that's right next to the gigantic DFW? Purely for the reason my brother and sister-in-law live there and were happy to put me up for that evening. Even though Alliance is a large airport, it's definitely no DFW! And the FBO, was beautiful and friendly.

After two days of flying, I couldn't believe how far I had come, yet how far I still had to go. In the next newsletter, I will finish telling of my journey and talk about some more amazing individuals I met along the way. Stay tuned!

“Stuff a Plane! Charity Toy Drive” a Huge Success!

By RAA Secretary Cindy Gablin



The Redlands Airport Association collected toys this year to support The Salvation Army San Bernardino Corps and it was a huge success! In year's past, we teamed up with the U.S. Marines with Toys for Tots. I thoroughly enjoyed those events and especially liked to fly the toys to Twentynine Palms. However, most of those toys went to children out of our local area. This year we wanted to make sure the toys stayed local. Sherry Ferar, Ted Gablin, and I met with Steven Pinkney and others from The Salvation Army San Bernardino County Corps to discuss how we could help collect toys. They were extremely happy the RAA wanted to join their efforts to help make some less fortunate kids have a Merry Christmas. In keeping with our previous theme of “Stuff a Plane”, we called it “Stuff a Plane! Charity Toy Drive”.

We started the toy drive on November 1st by placing collection boxes in 18 different businesses in our local area. We are very appreciative for all those businesses that volunteered to host a collection box. The RAA went shopping with the \$500 we donated (per our vote at the October 27th meeting) and bought quite a few toys to add to the collection.

December 4th was the conclusion of our toy drive and was held at the lobby of the Redlands Municipal Airport. The day began at 8:30 am and lasted until about 2:00 pm. EAA Chapter 845 started the day with a Young Eagle Event. Beverly Buck had her hands full registering all the children. Bill Ingraham held the ground school and the kids started flying about 9:30 when the marine layer lifted. In total, the EAA Chapter 845 flew 37 kids and a couple of adults. This included the three kids that arrived too late to sign up. Bill Cheeseman was kind enough to give them a ride about 1:00 pm. Thank you to all the pilots that flew the kids. It was a great turn out!



NextGen Riverside collected a barrel full of toys! Thankyou!!



Rick Miller in his Archer flying Young Eagles



Allen Thoe flying Young Eagles



Allen Thoe set up two flight simulators in the lobby for the kids to play on while they waited for their turn to go for a real flight. This was a huge hit for the kids and adults alike.

Elf, Phil Ensley monitoring the Flight Simulators

The Salvation Army set up a nice display in the lobby to share their mission and do some community outreach. The Salvation Army San Bernardino Hospitality House provides emergency shelter and transitional housing for homeless families. One of their Program Managers brought 5 kids from their shelter to fly as a Young Eagle. Those kids were so excited to participate and hopefully will someday be interested in pursuing a career in the aviation industry.



During the Young Eagle flights, Santa (Bob O'Connor) arrived in a Beech Bonanza flown by Clif Hoover. Bob was an awesome Santa. He walked around greeting the kids and handing out candy. One of his elves (Philip Ensley) joined him; in between supervising the kids at the flight simulators.



Santa Arrives



Santa & his Elf



RAA supported the event by hosting a barbecue lunch. The lunches consisted of burgers or hot dogs, chips, cookies, and a soda or water. It seemed to go well as I believe we sold about 59 lunches.

Chef Chris Novotny

Len Ingalls was kind enough to display his PT-19, Annabel, so we could stage toys we collected for a great photo op! Many from the community arrived bearing new unwrapped gifts and placed them in front of this beautiful machine!



Lenny's beautiful machine



Redlands Officer Wayne Reid and Officer Joe Aguilar were on site to present a check for \$300 from the Redlands Police Officers Association (RPOA) to The Salvation Army San Bernardino Corps.

Walt Ferar photographed the event, and his pictures are shared on our Facebook page as well as our website at this link: [Stuff a Plane Charity Toy Drive Event Photos](#)

I want to thank all that helped and supported this event. A special thank you to the businesses that volunteered to host a toy collection box: Arthurs Restaurant, Fitness 19 Yucaipa and Redlands, Barich & Associates Redlands, 1 Stop Mail Shop Redlands, Hairatage Salon and Spa Yucaipa, NextGen Flight Academy Riverside, Redlands Chiropractic, WoodSpring Suites Redlands, Hangar 24 Brewery Redlands, Citrus Valley High School, Redlands City Hall, Redlands Police, 5 different Denny's Restaurants, and Clif & Angela Hoover's Faith Sharing Group.

I believe this year, we collected close to the number of toys we did in 2019. In addition, The Salvation Army San Bernardino Corps also received cash donations from our guests. They are very happy with what we collected.

Each year, The Salvation Army San Bernardino Corps distributes toys to those families in need. This is done at their warehouse located across the street from San Bernardino Intl Airport. They also distribute food twice a month to families in need at this same facility. Families sign up for toys beginning in October with proof of address, number of children in the household, and their ages. The toys are mainly for children up to 12 years old. If there are kids over 12 in the same household, they either get a toy or gift card using the cash donations The Salvation Army receives. The toys are bagged up in advance by volunteers and the bag is numbered for a particular family. This included bicycles for some of the children.

This year, the distribution was on December 20th. Ted and I were able to witness their awesome operation. The families are told what time to arrive, and the distribution is done via drive thru. Along with a bag of toys/bikes, the families received a couple bottles of hand sanitizer, box of KN95 masks, a box of food, and a turkey. With the gifts and cash donations the RAA collected, we helped to make this year a happier one for less fortunate families in our community.

Thank you all, we couldn't do it without your generosity and help!



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THE MOST
GOOD®

Update of REI Airport Layout Plan is Underway

By RAA President Ted Gablin

REI is getting its airport layout plan (ALP) updated. What is an ALP? It is an FAA required planning tool that depicts both existing facilities and planned development for an airport. The FAA requires the plan because the City of Redlands has received and is continuing to seek FAA grants for REI improvements. The FAA requires the City of Redlands to accomplish airport improvements in accordance with an approved FAA ALP plan. This is done so there is some oversight of grants that are taxpayer funded. Unfortunately, the FAA does not require all the improvements listed on the ALP to be completed. So, think of the ALP as an airport improvement wish list!

The FAA wants ALP's to be current. Usually when plans become 10 years old or more the FAA will encourage an airport sponsor (owner) to perform an update. REI's last ALP update was in 2008 and is depicted as part of the [Redlands Airport Master Plan](#). ALP's can be funded by FAA grants.

Typically, the FAA grants only cover 90% of the project cost. California (Caltrans DOA) pays 5% of the project cost and the city pays the other 5%. But this year, there are no copays, as the project is 100% funded by the FAA's Airport Rescue Grant program. This program was developed as part of the COVID 19 relief legislation passed by the federal government. The city will use a \$194K grant it received under this program to update the ALP. Coffman and Associates has been hired to update the ALP. Their contract requires them to update the ALP site plan and develop a report that includes recommendations on AIP projects in the next 5 years. The updated plan will address:

- Northside airport development scenarios
- Airport areas that can be developed including helicopter landing pads and airport training areas
- Update future hangar development areas, wash rack(s), fuel farm, and environmental areas.

On October 27th airport supervisor Bruce Shaffer attended the October RAA meeting to provide some background on the purpose and scope of the ALP update. An ALP requires public interaction. So, he conducted a workshop session with the meeting attendees. This was done so attendees could communicate thoughts, priorities, and interests for the update of the ALP. Attendees were asked to break into groups to identify projects and assign them some ranking by priority. The input from this meeting was shared with the consultants hired to perform the update. A similar session was held that evening at an airport advisory board meeting to give the public an opportunity to provide input.

I was given an opportunity to meet with Coffman and Associates to discuss the ALP. I met with Coffman's consultants Matt Quick and Cash Lusk. I had met Matt in 2015 when the RAA raised issues with the city regarding the approval of the Diversified Pacific development near REI. Matt Quick knows REI and its issues very well. During a tour of the airport, we discussed the following potential airport projects:

Covering the Open Storm Drain Adjacent to the West Ramp Some airport tenants have expressed safety concerns about the open storm drain. The city has also shared a desire to install a culvert and cover the ditch as a possible FAA grant project. The cost of weed abatement in that area is a significant expense for the airport. As the water in the ditch is an attractant for coyotes, covering the ditch to mitigate wildlife could be a valid FAA grant project.

Purchasing Land on the Eastside of REI for the FAA's Recommended Runway Protection Zone (RPZ) Remember the issues we had a few years ago with a neighbor who owns the industrial park on the east side of Opal Ave. stacking dirt near the approach area of REI runway 26? It took a few years and considerable effort by the RAA, the City of Redlands and the County of San Bernardino to get the pile almost removed. Well, if you haven't noticed, this individual is currently using some of that property for storage of trailers and cargo containers. He may once again create issues. Some of this land lies

within REI's recommended RPZ. The city can force the sale of some of the property required for the RPZ through condemnation. Purchasing the property would resolve this issue and could be dovetailed with the road construction required to access planned airport development area on the northwest corner of REI. This project is eligible for FAA grants.

Developing the Northeast corner of REI as a Helo Base Many airport users have expressed concerns about the city courting large helicopter operations on the west ramp. It's a great income opportunity for the airport but the noise may create issues with residents in the adjacent homes. Additionally, the helicopters have created debris issues and damage to the Coyote complex. Developing the northeast corner of the airport as a helo base would be a way to resolve these issues. Some of the infrastructure (utilities, street improvements and taxiways) required to facilitate development of the northeast corner of the airport could potentially be funded by FAA grants.

Airport Wash Racks Even though a wash rack is not eligible for FAA funding the proximity of a sewer line on Sessums Ave makes the installation of a wash rack a relatively inexpensive project for the city to fund.

The [Redlands Airport Layout Plan Project Schedule](#) shows all the steps associated with the update. It appears it will be completed in late 2022. We will share details on the ALP update as they are made available.

Annual REI Airport Holiday Party

By RAA Director, Sherry Ferar

There has been an annual Christmas party at REI for years organized by EAA Chapter 845. Beverly Buck from EAA Chapter 845, has always come to the rescue and cooked up a turkey, ham, mashed potatoes, and gravy plus other members attending brought potluck side dishes. COVID-19 concerns eliminated all EAA activities last year including the annual Holiday party.



The RAA board and members thought we could do something safely this year to celebrate the holiday season, so RAA and EAA joined together and decided to give Beverly a break with the declining EAA attendance and her continued need to do more and more. We are all sincerely grateful to her and her helpers for all the years she helped make REI's Holiday party special.

This year we planned a holiday dinner where everyone could just relax and enjoy themselves. Ted and Cindy Gablin made the arrangements with Mill Creek Cattle Company Restaurant owners to host our Holiday dinner. We had our dinner on December 17, 2021, at 6:30pm, 30 people attended and we were seated in the large group room in the back. What a beautiful room with old west styling, bar, and stage. A special menu with 6 different selections that varied in price from \$12.95 to \$22.95 included a salad or soup and a side. The food was great, the staff wonderful, and we were entertained with Karaoke night. Some were really good, and others were just feeling their Holiday cheer choices! We had a great time with old friends, meeting new friends, and looking forward to 2022 to do it again!

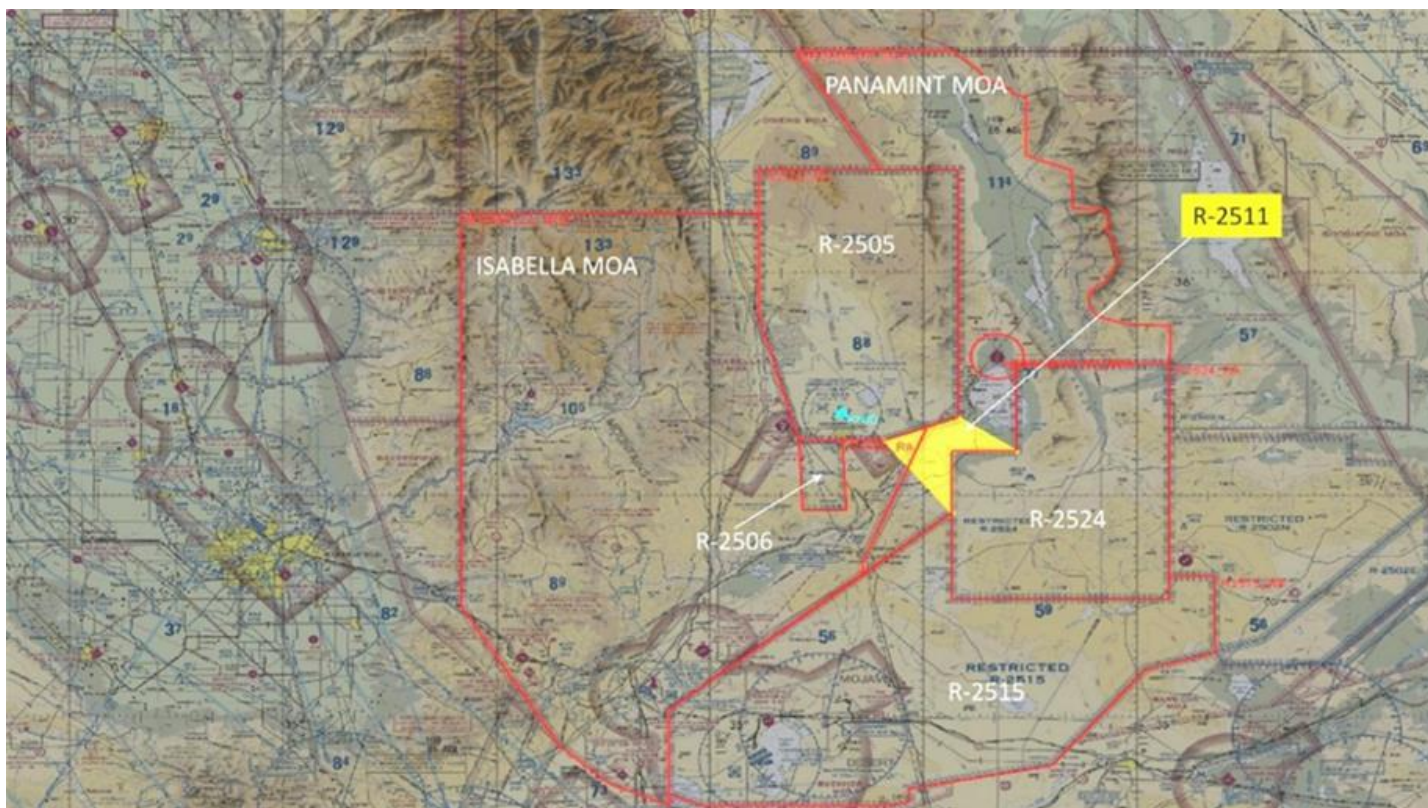






New Restricted Area, R-2511 Considered over the Trona Gap

By RAA President Ted Gablin



The FAA has issued a notice of proposed rulemaking (NPRM) to establish a new restricted airspace, R-2511, that affects the Trona "Gap". The restricted airspace is being proposed to support the Naval Air Warfare Center Weapons Division (NAWCWD) at China Lake, CA. The NAWCWD says the proposed restricted area "is necessary to segregate the testing and evaluation of hazardous weapons systems, and other unproven aviation platforms in the early development cycle from non-participating aircraft." The details associated with the proposed R-2511 include: It would begin at 6,000' MSL and go to 20,000' MSL. It would be used no more than 36 times per year between the hours of 0700-1700 local time, Monday-Friday, and activated by NOTAM at least 7 days in advance. Each day of use would consist of no more than two 2-hour blocks when activated. Please reference the marked up sectional above showing the location of R-2511.

This is a known VFR corridor used extensively by general aviation to navigate around existing restricted airspace associated with Edwards AFB and the China Lake Naval Weapons Center. The proposed 6,000' MSL floor of the new R-2511 is below the charted minimum sector altitudes for VFR traffic of 7,500 feet, msl, eastbound, and 8,500 feet, msl, westbound. The IFR off route obstruction clearance altitude in the area of the proposed R-2511 is 11,400'. The proposed 6000' floor of R-2511 could force VFR traffic through this area at unsafe altitudes and limit the transition of IFR traffic when the restricted airspace is active.

Surprisingly, the FAA states this proposed R-2511 will have little impact to general aviation. As with any other NPRM, interested parties were invited to participate in the rulemaking by submitting comments, especially on regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The comment period for this NPRM closed December 2nd. There were 65 comments submitted including comments from AOPA. You can read about the proposal and view the comments at this link: [Regulations.gov](https://www.regulations.gov) We will keep all advised on this proposal as details emerge.

Changing Focus

RAA Safety Officer, Bob O'Connor

No matter what type of vehicle we operate on the ground or what we fly in the air Redlands airport poses some rather unique challenges to all operations! The goal here is to highlight what traffic concerns I have seen on the airport in my travels.

Vehicle Ground Traffic entering Central Gate: I have seen vehicles moving way too fast in this area. Consider stopping before the north end of the building row and rolling the windows down and just listening for Aircraft taxiing from the west or entering taxiway A from the south hangar rows. Be very cautious of larger helicopters with blades in motion that extend into the taxiway!

Central gate from the end of the hangar row looking east: Watch for All ground traffic near the pumps and from the makeshift helipads west of the pump area.

I recommend putting car flashers on when you have potential traffic conflicts just to let the other guy know you see them!

Taxi traffic: With two-way traffic on Taxiway A, aircraft in the pump area and rotor wing arrivals on the taxiway this area can get congested quickly. Always announce your intentions, if possible, but never assume you are heard! Always expect the unexpected!

Arrivals: It is always a good idea to self-announce intentions if at all possible! That said it is dangerous to assume everyone will. The same with ADS-B; we are in close proximity to airspace that would require it but that doesn't mean everyone has it on and it is working! Change your focus. We can no longer make the assumption that just because no one is in the pattern that there isn't traffic anywhere else. We are at risk of having paragliders, large cargo jets and opposing helicopter traffic on any given day. Be especially watchful for large rotorcraft with blades in motion just south of taxiway A if they pull pitch, a go around would be a good idea due to possible wake turbulence. My intent is not to pick on the helicopter pilots but to alert all users to potential problem areas. The good news is that as an airport we do see diverse traffic and more traffic volume in the immediate area.

Departures: A lot has been said about what should or shouldn't be done while leaving the airport traffic pattern. I feel the most important things are these:

1. Operate your aircraft responsibly and stay alert.
2. Be a good neighbor! Make as much noise as you need to where people won't complain. IFR departures are another story. The goal here is to not irritate the neighborhood if possible.
3. If your plane makes a lot of noise maybe consider staying in the pattern and departing mid-field downwind to get some altitude before heading over our neighbors.
4. A day may come when the airport hours of operation are limited by noise abatement requirements if we don't as users of this facility get proactive on noise reduction.
5. Be watchful for traffic in and out of KSBD.
6. Expect the unexpected!

Respectfully,
Bob O'Connor



Awards, Endorsements & Ratings @ REI

Ricardo Dantes

1st Solo

CFI Barry Neumeyer

11/23/21

Westwind Flying Club

Congratulations Ricardo. 1st solo is a huge accomplishment. We bet you are now looking forward to getting your PPL! We wish you the best!



A Message to CalPilots Members and Chapters



Dear Friend of CalPilots:

California Pilots Association has worked tirelessly to protect airports throughout the state, even in the time of Covid-19. Although not an exhaustive list, during 2021, CalPilots have worked with pilots located at, Reid Hillview, Delano, San Carlos, Stockton, Riverside, Banning, Oakland's North Field and Hayward Executive to address various land use issues and potential runway closures. We are involved with a large Wind Farm issue in Shasta County. We present at the FAA conferences (when held) regarding the numerous airports subjected to new proposed NOAA regulations controlling airspace, control that should be exclusive to the FAA.

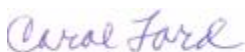


Sometimes when seeing the big news, like Santa Monica not only reducing the runway length, but actually decreasing safety by removing pavement that could be used in an emergency, we think, well, that's their problem in Santa Monica. But the result of Santa Monica's actions are being felt in Van Nuys,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

CalPilots is asking for your support in this holiday season. Help us protect airports state-wide. By doing so, you'll help protect your ability to visit out of the way locations, even if your home airport is not threatened. Many municipalities see Santa Monica's actions and seek to duplicate them. It is important for those who understand that flying is not just for business types but all of us to support Aviation. As we move into the future of flying with electric planes and Unmanned Aerial Vehicles (UAM) General Aviation Airports will be more important than ever.

Please make a tax-deductible donation to CalPilots today! Here is the link to our Donation page for your convenience: <https://calpilotsmember.website/donation.html#!form/Donation> Or, of course, you could send a check to CalPilots at the address on the bottom of this letter. We appreciate your participation in our efforts.

Thank you,



President
The Board of CalPilots

RAA Membership & 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 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](#)



Let's Go Fly is forming a group of pilots
interested in monthly 1/2 to 3/4 day flying excursions.

We are creating a mailing list, send your contact info

email; flyKREI@gmail.com

text; (909) 213-4403

Put “flyKREI” in the subject



RAA Members:

Please share this with anyone that may be interested. I am excited to share that San Bernardino Valley College will have a new class offered in the Spring Semester 2022. It is **AERO 0640 Instrument Ground school**. Now what is so exciting about this course....

- The class is the same material with the same goals as AERO 040 (Instrument Ground School).
- It will be offered in Spring 2022 beginning in January.
- It will be on the same days and times as AERO 0040.
- Of course, I will be teaching the class at the same time as AERO 040.
- **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!!!!**

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



San Bernardino
Valley College

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!

The college now has four Redbird TD2 simulators and two Jaybird desktop simulators.

Please contact me if you have questions.

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

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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

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. Link for agendas and videos of previous meetings:
<http://www.cityofredlands.org/cms/one.aspx?pageId=7087893>

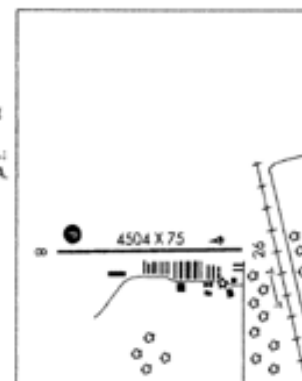
Redlands Airport Advisory Board meets the 3rd Thursday of every month at 6:00 pm and is usually at the Redlands City Council Chambers and occasionally, the airport public lobby.

About Our Organization...

"The purpose of the RAA shall be to deal with current and future issues of interest to the pilot and aviation community at the Redlands Municipal Airport."



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



Not for Navigation