



3-31-22
Volume 9, Issue 1

Redlands Airport Association

Chapter of California Pilots Association

Newsletter

The Mission of the RAA

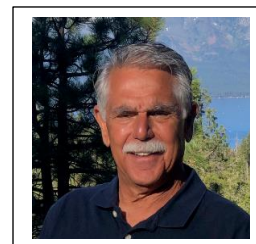
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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



ZIGGY: By Tom Wilson



In January, a resident that purchased a new home adjacent to our airport wrote an editorial entitled [Helicopters are a Nuisance](#) that was published by the Redlands Community News. I and many others were appalled when we read the article. The author was using the editorial to garner city support to deal with the issue. The editor of the Redlands Community news was kind enough to let me write a commentary entitled [Don't Like Aircraft Noise? Don't Buy a Home Next to an Airport](#). I hope all of you had a chance to read both articles.

RAA Secretary, Cindy Gablin, posted our response on the RAA Facebook page. We learned that our airport enjoys awesome community support. How do we know? The posting reached almost 6,000 people. There were 2,500 interactions and 42 shares. Some of the most active posts were the result of a share to the Redlands Buzz. All the comments posted, except one, were positive about the airport and the presence of heavy lift helicopters at REI.

This noise issue is not over. Maybe this individual won't complain anymore, but someone else will. That's why you shouldn't allow homes to be built next to an airport. The homes are here now and how do we deal with these complaints? Our association will continue activities that foster community support for the airport. That will help us to deal with noise complaints. It may also help us get the city to spend additional money to improve our airport.

We also need to be sensitive to noise impacts on our residential neighbors. As with all neighbors, we do need to get along. Try to use our airports fly friendly procedures when it is safe to do so.

Community events at the airport such as Young Eagles, Charity Toy Drives, and Airport Open House Events foster community support. The events do so because it gets the community to the airport to enjoy general aviation and learn about the importance of our airport. But we need member support to organize and run events. We also need members to show their support by participating. Please volunteer when you can and if you can't, please participate. If you see someone at the lobby watching aircraft say hi and share your aviation story. All of this will help us to maintain the community support for our airport and help keep it around for our use!

Airport Updates

Coyote Aviation Ground Lease Dispute



The Coyote Aviation ground lease issue is still not resolved. After being served to vacate the premises a 4th time, the matter is now heading to court for resolution. Why was Coyote Aviation served so many times? The first notice to vacate was voided by mutual agreement to give the parties a chance to negotiate a settlement. The next two city attempts to serve eviction documents were voided because of errors in the serving process. These included posting eviction documents on the wrong building at the airport. They were posted in error on the city owned hangar complex.

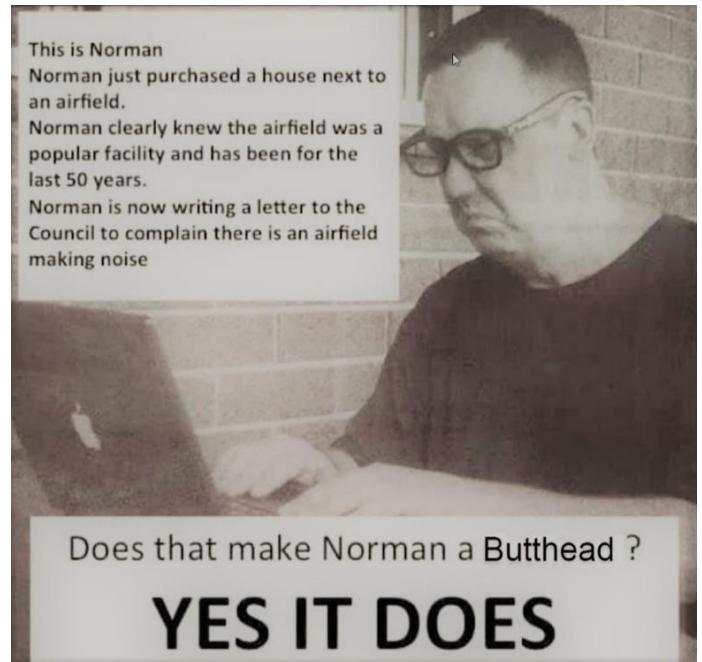
On February 12th, Coyote principal Gil Brown shared an email update about the Coyote ground lease issue. He stated all his case documents have been submitted to San Bernardino County Superior Court by his California attorney. Those documents include:

1. Summons
2. 177-page Complaint
3. Civil Case Cover Sheet
4. Certificate of Assignment

Gil stated his two attorneys are optimistic and it will likely be some time before we hear anything. In the meantime, he says "we'll be cozy in our hangars." He also thanked all for their support and donations to their legal fund. On February 27th, Coyote Aviation issued the following press release:

Small Business Won't Back Down

Redlands Airport's Coyote Aviation has filed in San Bernardino County Superior Court a 177-page legal complaint against the City of Redlands. The city declared five months retroactively that Coyote Aviation's land lease at Redlands Airport had terminated on April 4, 2020. The complaint alleges, with evidence, that city non-actions and actions directly contributed to Coyote Aviation's belief it had a promised full twenty-year agreement with the city, ending on September 5, 2020. In the city's early termination of the lease without notice, Coyote Aviation was deprived of legally extending its tenure at the airport.



The complaint also alleges bad faith bargaining by Redlands. Evidence shows that while city representatives were portraying efforts to help Coyote extend its lease between September 2020 and March 2021, Redlands was secretly determining the market value of the facility and estimating how much revenue could be brought to the city when tenants and owners were evicted. At no time during that period did anyone from the city discuss with Coyote Aviation its position regarding the termination date.

Coyote Aviation feels very confident in the outcome of the legal case. Because of the strength of Coyote's case, Redlands has engaged outside legal counsel at taxpayers' expense. Should Coyote Aviation prevail, Redlands taxpayers will also have to pay the small business' legal bills and all court costs.

The court actions will likely last months more. In the meantime, Coyote Aviation wishes to express sincere appreciation to the many supporters who have voiced their positions to Redlands City Council and to those who have contributed to its legal fund. Coyote especially wishes to thank those small businesses in Redlands who have helped Coyote by displaying signs. They are The Gourmet Pizza Shoppe, Milt Miner CPA, (Dave) Maupin Financial Advisors, Stell Coffee & Tea, Jum-Pawn-It Jewelry & Loan, A Shop Called Quest, J. Gary Stegemann Architect, Martha Green's The Eating Room, Burgeson's HVAC, Plumbing, & Electrical, Brian Buoye Farms. (Coyote would sincerely appreciate any other small businesses willing to display an 18" x 24" sign of support.)

We will keep all advised as to the latest regarding the dispute when information is available.

Airport Fee Schedule and Gate Card Policy Under Review

Airport Supervisor, Bruce Shaffer, shared his 4th draft of the fee schedule and the gate card policy with airport tenants on 2-10. He once again asked for comments on the proposed policy documents. Here are some comments we shared with Bruce Shaffer about the latest draft:

Fee Schedule

- Main Lobby Use Fee: The city is proposing a \$15/hour fee "to cover staff time for coordination and review of event plans and the preparation and submission of documentation as determined by city council". We don't think it's the city's intent to charge for lobby use by our aviation organizations (EAA, RAA, flying clubs etc.) to have a meeting in the lobby. These meetings do not require city involvement in terms of labor or need the approval of city council. If that is true, this exception should be noted.
- Illegal Parking Fees (Item 1g): We don't think it's the city's intent to charge a tenant to park their vehicle in their tie-down space while their aircraft is out of town. This exception needs to be noted.
- Daily Ramp Use Fees (Schedule 7, b): This will give the city the right to charge a fee for an outside agency to use the west ramp for non-aeronautical purposes. There is no definition provided for outside agencies. Does an outside agency include the Redlands PD and Redlands FD? According to the FAA, all public agencies including the sponsor's agencies get charged for non-aeronautical use.

The fee schedule is targeted for submittal to Redlands City Council for review and approval prior to June 1, 2022.

Gate Card Policy

We are hearing there were many comments sent to Bruce Shaffer by airport tenants opposing a driving test requirement to get a gate card. The driver test requirement has been removed from the latest draft. The latest draft requires applicants to acknowledge driving rules and the airport municipal code as part of the application process.

There are approximately 800 gate cards already issued. Some have been given to folks that really should not have vehicle access on the field. These cards were issued despite existing application requirements that demonstrate aeronautical need to have a card. These include aircraft tail number, aircraft make, applicant tie down location/FBO. RAA President, Ted Gablin, commented about this at the February AAB meeting. He stated the new policy needs to include some requirement for city staff to validate the information on gate card applications before cards are issued.

Bipartisan Infrastructure Law (BIL) Grants Available for REI

On November 15, 2021, President Biden signed the H.R. 3684-Infrastructure Investment and Jobs Act (Public Law 117-58) of 2021, commonly known as the Bipartisan Infrastructure Law (BIL). This is the largest investment in our nation's infrastructure. The FAA gets \$25 billion from this legislation. That includes \$5 billion for terminals, \$5 billion for air traffic facilities. The remaining \$15 billion will be given to airports as Airport Infrastructure Grants (AIG) through allocations over 5 years. So, California will get approx. \$295 million in 2022. REI is eligible to get \$159k in 2022 and a total of \$795K over 5 years.

The airport improvement grants associated with BIL are in addition to existing grants that are available through the FAA's existing airport improvement plan (AIP). Project eligibility rules associated with the new AIG grants are like the existing AIP grant program. Just like the AIP program, AIG grants cover 90% of the approved project cost. So, the city of Redlands will still be responsible for the remaining 10%. They can further reduce their project cost to 5% if CalTrans matching grants can be secured. This is a great deal!

Airport Supervisor, Bruce Shaffer, solicited user input to identify projects that he will submit to the FAA to fund with the new BIL AIG grants. His deadline to submit for the 2022 allocation was March 11th. We are hearing ramp paving on the east side of the airport will be the priority for the BIL grant submission.

Restroom Vandalized at City Hangar Complex

Sometime between late afternoon Friday, February 11th and 1 pm Saturday February 12th someone entered the office/lounge in the city hangar complex and burned materials in the toilet of the public restroom. The fire was confined to the toilet and only the toilet was damaged. The office/lounge is secured with a keypad lock on the door. Whoever did this either knew the code to enter or the door was not fully closed. If anyone has information leading to this incident, please contact Bruce Shaffer. The combination for the door to the office/lounge has since been changed and the restroom has been closed for repairs. RAA members are encouraged to report non-emergency suspicious activity on the airport to Bruce Shaffer during business hours. After hours contact the Redlands Police Department Dispatch at 909 798-7681 or 909 793-1911.

Airport Gates Get No Tailgating Signs

Airport Supervisor, Bruce Shaffer, installed *No Tailgating Signs* on the Coyote and Central Gates. This practice is common at many GA airports. This is not required at REI by federal or state law but is required at airports under TSA jurisdiction. KREI is not under TSA jurisdiction so why are they being installed? The intent, just like gate cards, is to keep people that don't have need to be on the airport from driving on the field.

There has not been much discussion between city staff and airport users about the process associated with the new signs. In an email to users on 3-16, Mr. Shafer shared: *"it is required for you to use your assigned gate card to present validation and authorized access to enter and exit the REI controlled area."* He also shared he would like all gate card users to swipe their card even if the gates are open. He stated: *"This feature will facilitate you meeting the intent of accounting for all vehicles entering and exiting while shorting the time of waiting for the gate to fully close."*

Unlike the process at other airports, city staff has not asked gate card holders to wait for the gate to close prior to moving away from the opening. Please keep that in mind. The central gate has been adjusted to move faster but vehicle loop detectors on either side of the gate still work. Blocking a tailgater's entry by stopping your vehicle immediately after entering the gate is tricky. It could also lead to a dispute and that is not recommended.



National Park Service Still Considering Closing Stovepipe Wells (L09) Airstrip

In January last year, a few of us joined some other aviation groups for a flyout to Stovepipe Wells in Death Valley. The flyout was intended to demonstrate the value of the airfield to the flying public because the National Park Service (NPS) was considering closing the field. Why? They say it's hardly used! You can read about the flyout in the [RAA March 2021 Newsletter](#). Since then, we heard rumors the NPS had reconsidered, and the airstrip was to remain open. Unfortunately, that was not a good rumor! The NPS has moved further on the closure attempt. On 2-9 they held a Zoom public meeting to discuss their plans for Stovepipe Village. They acknowledged plans still include the closure of the airstrip. They claim it will cost \$3 million to repave it, and the property would better be used by star gazers enjoying the dark sky. They said pilots wishing to fly to Death Valley can use Furnace Creek airfield. They invited written public comments on their plan by February 28th and we sent an email to members asking for comments.

Since February 9th, many aviation groups have come together to fight the closure. The RAA is coordinating with the CalPilots board, The Recreational Aviation Foundation and AOPA. Death Valley National Park is within California's 8th Congressional District. The congressperson for that district is Jay Obernolte. Jay is a pilot based at Big Bear and is supporting efforts to keep Stovepipe Wells open. On 2-15-22 he issued this [letter to the NPS Superintendent of Death Valley National Park](#). We will keep all advised on advocacy efforts to keep Stovepipe Wells airfield open.

If you haven't flown to Death Valley, it's worth a trip. Death Valley National Park has three airfields. The Chicken Strip, Furnace Creek, and Stovepipe Wells. None of these fields have fuel or facilities. Furnace Creek and Stovepipe are both paved. The pavement at Furnace Creek is poor, Stovepipe Wells is better but not by much. The Chicken Strip is a 1300' gravel strip. The flyKREI group is planning a flyout to Stovepipe Wells on 4-09. For more info contact flyKREI@gmail.com

Our Favorite Local Airport Restaurant List is Updated!

One of the perks of flying general aviation aircraft is visiting airport cafés and restaurants. There are quite a few RAA members that really enjoy the \$150 hamburger or short stack. In 2020 RAA directors, Sherry and Walt Ferar, put together a list of airport cafés and restaurants worth a visit. The list was just updated, as there are a few that closed as a result of the pandemic. You can access [Our Favorite Local Airport Restaurants](#) on the RAA website at <https://raacp.org/useful-links>. If you have another favorite café or an update to the list, please contact Sherry via email: 1helichick@gmail.com

Goodbye to Tim Sullivan, City of Redlands Facilities and Community Services Assistant Director

Tim Sullivan was hired by the City of Redlands in 2014. He recently left the City of Redlands for a Directors position at the City of Rialto. Tim started at the City of Redlands as a senior project manager in the Quality-of-Life Department. In 2018 he was promoted to Assistant Director under Chris Boatman. Most recently he functioned as Bruce Shaffer's manager. Many of us have worked with Tim on airport matters over the years. He was always great to work with and we wish him the best at his new job.

Redlands Airport Advisory Board (AAB)

The AAB acts in an advisory role to the Redlands City Council on all things related to the airport. Important airport issues are discussed at these meetings. The meetings are a public forum for airport tenants to learn about airport issues and administration. Airport tenants can also make the city aware of airport issues with their public comments. Meetings are held on the third Thursday of the month at 6pm in the Redlands City Council chambers. Members of the public that desire to comment on the agenda or any other airport issue can attend, complete a speaker form, and give a three-minute comment at the podium.

REI tenants are encouraged to reach out to board members to discuss airport issues and to make suggestions. AAB members have been receptive to well-intentioned comments from members of the airport community. Feedback from tenants help board members to be effective in their advisory role. Some board members attend RAA meetings for that very purpose.

Here are the names and emails of the current AAB members: Thomas Cook tomcook1993@gmail.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 James Pickens jpickens57@yahoo.com

“Spring Fling” Time – April 23rd

By RAA Secretary Cindy Gablin

It's Spring and you know what that means? It's time for an event at the airport. Mark your calendars for April 23rd. The RAA is hosting a Flour Bomb Contest, cooking up a nice pancake breakfast for purchase and hosting a community blood drive. EAA Chapter 845 will be flying Young Eagles that day as well.

The last time the RAA held a Flour Bomb Contest was in March of 2019. We wanted to have one in 2020, had even purchased the prizes, but Covid got in the way. So, we are ahead of the game as we have the prizes ready to go! I'm sure you would love to show off your skills and win one of the Aircraft Spruce gift cards; \$100 for 1st, \$50 for 2nd, and \$25 for 3rd place winners. Entry is \$5. You can review rules at this link: [REI Flour Bombing Rules](#)

Kids 8-17 can become Young Eagles. Hundreds of kids have become Young Eagles at REI over the years. They get an aviation educational experience that includes an airplane ride at no cost. An adult must accompany them to participate. Registration is between 9-10. For more information contact: Beverly @ 909-771-3279 or, via email at: eaachapter845@gmail.com.

The community blood drive runs from 10 am to 3 pm. The LifeStream bus will be in the airport parking lot. LifeStream can accommodate 24-40 donors over the 5 hours. We hope we can get them all 40! Walk in donors are accepted, but please consider making an appointment with LifeStream as it speeds up the donation process. To make an appointment, call LifeStream @ 800-879-4484 and tell them you want to donate at Redlands Airport on April 23rd. Or simply schedule an appointment on the LifeStream website by clicking the link below:
https://giftoflife.lstream.org/donor/schedules/drive_schedule/102329

We will start serving the pancakes & sausage at 7:30 am, so come early and have breakfast. Registration for the Flour Bomb Contest begins at 8:00 am and all pilots must sign a waiver. A mandatory safety briefing will be at 8:15 am. No exceptions on these two items as safety is top priority. The contest went very well last time, and everyone seemed to have a blast. We hope to have a big turnout this year.

We will be looking for volunteers as a lot will be happening that day. The RAA will need help preparing for the contest, set up for the day, cooking, serving, judging, marshalling, and clean up. Please let me know if you are interested in helping. Send an email to: Redlands.airport.association@gmail.com. EAA 845 is also looking for volunteers to help fly Young Eagles or with administrative support. If you haven't flown Young Eagles, it's a great opportunity to inspire aviation interest in a young person. There are some requirements to fly Young Eagles including an online background check (it takes a couple of weeks). You can read about the requirements on the EAA website at this link: <https://www.eaa.org/eaayouth/free-ye-flights/ye-volunteers>. You should also contact Chapter 845 and let them know you want to help. Contact them via email at: eaachapter845@gmail.com. All Young Eagles pilots and volunteers get a complimentary breakfast. What a deal!

Come on out, bring your friends and family, enjoy some good airport comradery, a great breakfast, and a good time!





APRIL 23, 2022 REDLANDS AIRPORT "SPRING FLING"

**Pancake Breakfast
Flour Bombing Contest
Young Eagles Flights
Blood Drive**



Pancake Breakfast
7:30 - 10:30
Suggested Donation \$7

Flour Bombing Contest
Registration 8am
Safety Brief 8:15
Prizes
For Rules & Info Go to:
raacp.org/airport-events
or Call: 909-557-5292

Young Eagles Flights
EAA Chapter 845
Kids 8-17 Must be
Accompanied by Parent or
Legal Guardian
Registration 9-10
For More Info:
Call Bev-909-771-3279
Email
eaachapter845@gmail.com

Community Blood Drive
10 am - 3 pm
Appts Recommended
Call 800-879-4484
Walk-In's Welcome!

**Redlands Airport
Public Lobby
1745 Sessums Dr.
Redlands**

FAA Meets a 2nd Time to Discuss SBD and REI Traffic Issues

By RAA President Ted Gablin



The FAA met with airport officials at San Bernardino International Airport (SBD) the week of 2-22-22. The subject of the meeting is to take another look at mitigating potential traffic conflicts between heavy jet traffic using SBD and general aviation traffic at REI. This is the second time the FAA has convened a meeting to discuss this issue, the first set of meetings took place in late February last year and the focus was on reviewing an RNAV visual approach for Runway 24 at SBD.

The meeting last year involved the FAA's Air Traffic Organization Risk Management group. It was not a public meeting. It involved various FAA officials, San Bernardino International Airport Authority administrators, the SBD control tower contractor, Hughes Aerospace, and UPS. Two REI Airport Advisory Board members that are experienced pilots also participated with our REI airport supervisor. REI pilots were given an opportunity to submit comments and suggestions prior. At that meeting, the FAA's recommendations for safe operations at REI focused on pilots seeing and avoiding each other and education.

Back in March, last year, I spoke with Chris Harris, FAA Flight Procedures and Airspace Group, Western Section about the outcome of the meeting. He shared the proposed RNAV Visual Approach to Runway 24 at SBD designed for UPS by Hughes Aerospace was not approved because it was "pending mitigation/resolution of risk" identified during the February 2021 meeting. He shared that some changes to the approach (path and altitude) were being considered to minimize risks. He also shared the growth at SBD is likely to continue, and the FAA is very interested in finding the safest solution possible for both airports. So, we are assuming this latest round of FAA meetings held in February this year are intended to look at "the safest solutions for both airports." I said assuming because strangely Redland's stakeholders were not invited to the FAA meeting at SBD this year. Redland's involvement appears to be limited to phone inquiries and emails between participating FAA personnel and Bruce Shaffer.

On 2-15-22, REI Airport Supervisor Bruce Shaffer requested data from REI users about our flight communications, operations, transponder, and ADS-B equipment. We had a few questions about the request, so it was prudent to get clarity on the request before we shared it with RAA members. I called Bruce and he shared the request came from Nelson Sanches, Safety Inspector at the Riverside FSDO. Nelson was requesting the information in preparation for the FAA meeting at SBD.

I contacted Nelson to get some clarity on the data request. Nelson was asking for the data from REI pilots so the FAA can understand the impact on So Cal Approach and SBD tower if they were communicating with all Redland's traffic. He was also interested in getting a true picture of transponder and ADS-B use at REI. Why? Because Traffic Collision Avoidance Systems (TCAS) in large aircraft are triggered by transponders in aircraft on a conflicting path. Nelson also shared there was going to be a lot of FAA money allocated to solve the traffic issues at SBD. He said the proposals being discussed are:

- SBD is going to get radar
- Expanding the airspace. (I assume he meant Class D)
- Adding a dedicated tower controller to handle REI traffic
- Relocating the aerobatic box

On 2-28-22 an email was sent from an FAA representative involved in the Collaborative Working Group (CWG) working on SBD/REI traffic to Bruce Shaffer. It included this statement *“I’m confident the CWG will move forward with a recommendation that REI move the traffic pattern to the airport’s south side, similar to what is done during the yearly aerobatic competition, to ensure the REI and SBD traffic are segregated and allow for the safest operations at this uncontrolled non-towered airport.”* There were no recommendations in the email on how a south traffic pattern at REI would work with REI’s existing GPS-A RNAV instrument approach, how helicopter traffic at REI would be handled, or about potential noise impacts to residents. It is clear the FAA is evaluating moving the REI fixed wing traffic pattern as a fix.

On 3-2-22, Bruce Shaffer was notified by the FAA CWG the SBD Rwy 6 Obstacle Departure Procedure was going to be changed. A 200’ per nautical mile (NM) minimum climb gradient was no longer available. The new minimums for aircraft category A & B, is 340’ per NM TO 3700’ and for category C & D, 480’ per NM TO 4600’. This was being done to provide a larger safety margin between departing SBD and REI traffic. Additional changes were also proposed on 3-7-22 by FAA personnel. These included:

- Republishing a NOTAM at REI alerting pilots to be aware of heavy aircraft operating in the local area to and from SBD.
- Getting some remarks added to the chart supplement entry for REI on a “number of items.” These updates should publish in the April Chart Supplement.
- The REI [Letter to Airmen about the proximity of REI and SBD](#) has been republished to insure a wider distribution.
- The SBD and REI LTAs have been consolidated into a single Domestic Notice (DM). That DM is published on the FAA web site at this link: [Proximity of Redlands \(REI\) and San Bernardino \(SBD\) Airports](#)

Finally, on 3-8-22, multiple press releases were issued to announce that Breeze Airways, a relatively new airline was going to add SBD to its route list. Starting August 4th, you will be able to fly non-stop to San Francisco (SFO) from SBD for \$39. Breeze Airways began service in 2021. The founder of JetBlue created the airline. Until recently, it only offered flights that served smaller airports with short, infrequent flights.



We will have to see where this all goes. The skies are going to get crowded over the Inland Empire. All of this will put some real pressure on getting REI/SBD traffic conflict issues resolved so large aircraft can access SBD Rwy 24 without circling to land from Rwy 6. We will keep all advised on our crowded skies.



A Birds Eye View - Part 2

By RAA VP Phil Ensley

Last quarter, in the last newsletter, if you recall I had landed at Alliance Fort Worth and I had gotten the chance to spend the evening with family. The previous two days had brought us here from California by way of Arizona, New Mexico, and a good portion of Texas. Here is the final two days of my trip in a Piper Super Cruiser across the country.

The morning that I awoke at my brother and sister-in-law's place, I was met with low ceilings and isolated showers across the area and to the east of me. I knew I was going to have to sit it out for a bit. I took advantage of the situation and spent good quality time with family, all the while keeping an eye on the weather. Finally, by early noon, I had my family drop me off at the airport so I would be ready to get airborne as soon as I could. I knew I wasn't going to make it all the way to my destination, but I wanted to get as far as I could with the weather and the sunlight.

By around 3:30 PM, the weather had picked up enough to the east that I knew I had to get airborne. My destination was Stuttgart Municipal Carl Humphrey Field (KSGT) in Arkansas. It was going to take me at least three hours to get there and so I was racing the sun. That's a very difficult thing to do in a Super Cruiser. I don't mind flying at night, but I preferred flying by day on this trip, especially with the potential weather all around me. After about three and a half hours, I approached the airfield and noticed the town of Stuttgart was some distance away from the airfield. As I was rolling out on runway 36 and admiring the waning sun amongst the beautiful clouds to the west, I was wondering what my next step should be.



I taxied up to the fuel pumps and felt quite isolated. Not a soul was around. The airport lobby was dark, and I couldn't see any vehicles anywhere. All the hangars were closed up. There weren't even any aircraft parked outside. I topped off the plane and approached the lobby. I was able to get in, and all the lights automatically came on. It was actually a very nice lobby for a small airport. Here was my dilemma, do I forge on into the night towards civilization or camp out in the lobby for the night? I knew getting a ride to the town would be a challenge and with as small as the town looked, I wasn't sure how easy it was to get accommodations. By this time, it was past 6:00 PM. I had to decide quickly. I checked the weather to the east and discovered that the ceilings had lifted quite a bit and precipitation was far and few between. I searched for an airfield that was close to civilization but not too busy to not get in the way of the heavy aircraft; something to think about when cruising at 90 mph. I wasn't too far from Memphis, so I searched around the area and happened across Olive Branch, Mississippi, KOLV. I called the main FBO there and asked about tiedown parking. The friendly gentleman said they had plenty of parking and how to get there once I landed. They were already closed but there was access to a main street to get me to a hotel.



At that point I was set on getting there. I climbed into the seat of the Super Cruiser and got going. I took off with just a little bit of light left to wave goodbye to Stuttgart and continued east. I took great care to what weather was up ahead with my Stratus and made sure I continued in a clear path. The controllers were very friendly and helpful. I could see flashes from lightning to my left and steered clear of any buildups that I could see. Visibility was quite pristine at my altitude and enjoyed the lights as they slowly passed below me. As I got closer to Memphis, I could see the line of aircraft in the distance setting up for arrivals. Most were FedEx aircraft since

Memphis is their hub. I had to get vectored due to the traffic since Olive Branch is just southeast of Memphis, and Memphis having a north/south runway, I had to fly right through everyone's departure path. The controller was extremely kind and told me as soon as he had a window, he would let me fly direct. I finally got that call and poured on the coal (if you can even do that in a Super Cruiser) to get through and out of the way of the departures. I landed uneventfully, fueled up, and parked the plane.

The FBO was indeed a ghost town, so I grabbed my stuff, and walked around to find my way out while I called to make hotel reservations. I discovered a vehicle gate was between me and the road and I had nothing to use to trip the sensor and allow it to open. I thought about hopping the fence like I was still in basic training at the obstacle course but had visions of wearing torn pants and try explaining why to a wandering security guard that I was sure to show up if I tried. I called the gentleman back from the FBO and told him of my dilemma. He was very apologetic and said he forgot that the gate closes automatically. He then asked me when I was set to leave. I told him, weather permitting, first thing the next day. He then proceeded to talk me through entering the FBO and look in a certain drawer at a certain desk to find some car keys. Those keys went to a brand-new Kia rental. I was so thankful and told him I owed them. With the car I was able to easily get to my hotel and find some interesting cuisine in Mississippi.

The next day I woke up ready and refreshed but was looking at cloudy skies yet again. I grabbed some donuts for the FBO to express my appreciation for their helpfulness. I watched the weather until about 9:00 AM and decided it had risen enough to get underway. I was within range of my final destination of Upper Cumberland Regional (KSRB). I had also booked an evening flight back for home that evening since I was coming up on my fourth and final day I could be away from work. I wanted to cruise at around 5500 feet but due to the clouds, I had to stay at around 3500 feet. The cloud cover was broken but I could tell it was slowly descending. At around an hour into my flight, the controller warned me that he saw IFR weather ahead. I was already being forced lower and lower to maintain VFR. The weather was closing in quickly. I checked to see the nearest airports around me and found Beech River Regional (KPVE) just north of my location. At this point I had to descend through a hole in the cloud to get there. As soon as I was below, I was set up for left base. I

landed and parked at this beautiful airfield with no one in site. I did see some vehicles in the lobby driveway so there was hope that someone would be there. Unfortunately, it being Sunday, the lobby was completely locked and closed up. I had some tough decisions to make. I was now at a time crunch. I knew I wasn't going to make my final destination so I had to find an airfield as close as I could and close to Nashville so I could make my flight home later that day.



After coordinating with Doug, the owner of the Super Cruiser, I elected to look at airfields close to highway 40 since that would be his route out from California. I then started calling airfields that were on my way to Nashville to find out first if there was anyone there, second, if they had tie down parking, and third, what the weather looked like. On my third call, I talked to a gentleman at Dickson Municipal (M02), and he said he had a tie down spot available and the weather was promising. After waiting for close to two hours, I hopped into the Super Cruiser one last time. I stayed low below the clouds, which afforded me a spectacular view of the Tennessee River, all the lush greenery, the homes that spotted the land. There were beautiful churches with towering steeples at every little town I flew over.

I reached Dickson Municipal right when there was a rainstorm over top the airfield, I loitered for it to pass and set down on runway 17. The gentleman I spoke to on the phone drove out to meet me and act as a Follow Me to guide me to my parking spot. I secured the aircraft and took one last look at the Piper Super Cruiser. It flew me across 7 states over the course of four days and 21.4 flight hours.



I got to see some incredible sights, meet some absolutely wonderful people, and enjoy every minute of it. It was a thrill to make those difficult decisions that professional pilots must make on a regular basis. I got to see a good portion of this country from a bird's eye view. I would do it all again in a heartbeat. If you have never flown across this great country, I highly encourage you to do so. It is very rewarding and honestly a true testament to freedom to be able to fly almost anywhere this country has to offer. Anyone moving across the country any time soon? I know a guy that can help!

Kern fly-out - 2/26/2022

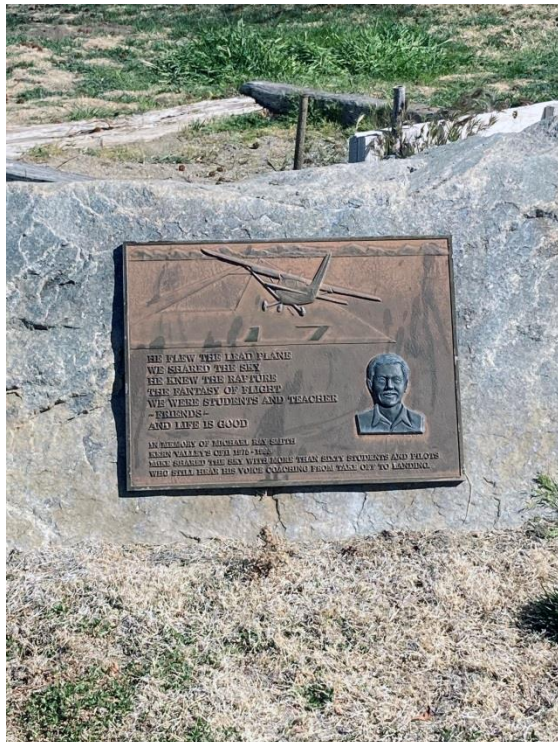
By RAA Director, Sherry Ferar

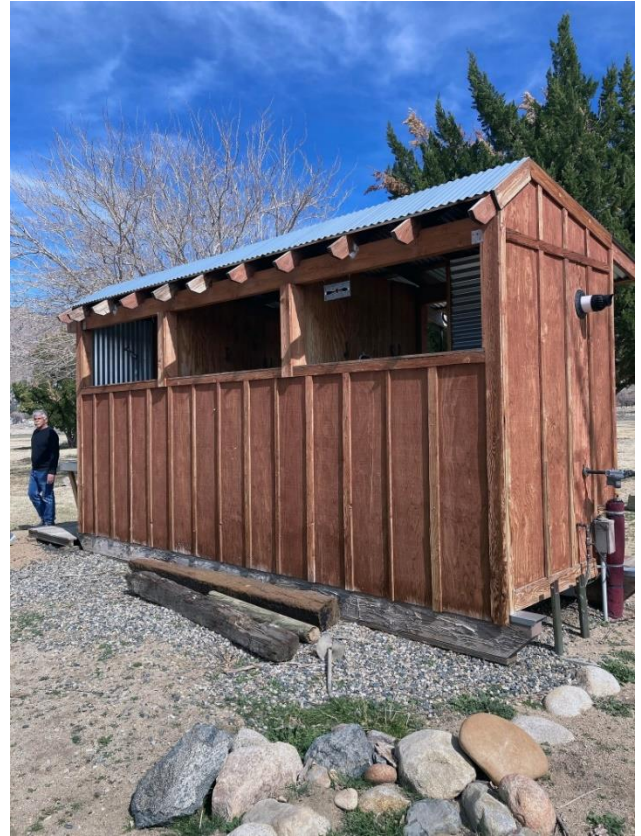
There is a group at Redlands Airport “flyKREI,” that organizes once a month fly-outs. The group communicates via e-mail. If you want to learn where the next fly-out is, send an email to flykrei@gmail.com



The February fly-out was to Kern Valley Airport. The group called ahead to the cafe, so they were expecting them. The approximately 1.0 hr. flight got us to Kern Valley at 11:00. Joshua approach let us fly through the R-2515 restricted above 7,000 making it a direct flight. Some light chop going over the San Bernardino Mountains but otherwise it was very smooth and clear. Passing over the hills to Lake Isabella revealed an extremely low water level. Navigating the tight canyon seems intimidating at first while lining up to land on 17, but it isn't really all that bad. We had 6 planes and 15 people. Lunch was great and the service was excellent. After lunch we walked to the camping area at the north end of the airport then over to the Kern River. The river was running full and fast from the snow melt. Finally, back to the planes and the flight home. A great day, enjoy the photos and thanks to all that participated!









Changing Focus

RAA Safety Officer, Bob O'Connor

The following article puts forth some great points and is a good read to remain flying safely as long as we all can.

Bob O'

The Magic Age - Staying Safe in the Cockpit as we Get Older

Reprinted from AOPA Pilot - April 1, 2022 -By Dr. Brent Blue

How old is too old to fly? We all will eventually reach a point when we ask ourselves that question.

I have seen 80-year-olds fly the pants off 50-year-olds but have also seen great pilots make mistakes as they get older especially when presented with new situations—digital panels are a classic example.

As we all age, our agility and reaction times degrade. However, our wisdom and experience may keep us out of situations that demand the agility and reaction speed of youth. What steps can we take to keep us out of trouble?

Fatigue is a huge problem as we get older. This is not just on the day of a flight but even the day after. Fatigue may be cumulative. For example, I used to easily fly three four-hour legs in a single day to get to my destination. Twelve hours in an autopilot-controlled cockpit may not seem like much to a 30-year-old but is significant for a 60-year-old. Plus, it may mean a final landing in the dark or bad weather, which demands more concentration and attention to detail. It is better to take an extra day to finish the mission.

Another issue is food. When I was younger, I hardly even took time to eat at fuel stops and never took a lunch from home. Of course, water was the least of my worries. Those choices do not work well as we age. Staying in a positive caloric balance and well hydrated are more important as we get older even though our brains think we are still 25. One pilot asked me about protein bars instead of meals. Protein bars are expensive candy bars and are not real food. They might be better than nothing but probably not as good as almonds in your pockets and certainly not as good as a short, sit-down meal.

Since I mentioned hydration, drink fluids and do not worry about having to urinate in the aircraft. Get over it and use an old juice bottle or non-spillable device such as a Travel John or Travel Jane. No secret here—dehydration causes headaches and fogs the brain. If dehydration were chronic, the FAA would probably make it a special issuance.

How about complexity of flight? Should we make approaches to minimums on an ILS like we used to do 20 years ago? Should we still fly for night arrivals? Should we still fly a taildragger into short, gusty strips? I am not suggesting anyone stop flying. That is a personal choice. But there are many things we can do to make our flying easier and less complex. At some point, we might even want to give up that tailwheel and go to a tricycle gear.

A co-pilot is helpful. There are lots of young pilots out there who need hours and exposure. You can teach them from your experience, and they can be your backup in cockpit. Plus, they can be your human autopilot if you need a break or want to catch a five-minute nap. These are win-win situations and having company in the aircraft can make the experience even more enjoyable.

Should we make our biannual flight review annual instead? Regardless of frequency, the instructions for the reviewer should not be “Let’s get this over so I can fly for the next two years” but “Be honest. Am I safe?”

One of the hardest things I must do as a physician is to deny a patient’s medical for a driver’s license. This usually comes about because the family has come to me requesting my help because their parent gets lost, is not looking around at

intersections, or cannot keep between the lane lines. Taking away a driver's license is taking away freedom.

When we see a pilot do something that may be an indication of a problem, it is a time to say something. Taxiing out with the tow bar still attached, the pitot cover still on, or the baggage door open may be an indication that a word to the wise might be appropriate. I am not suggesting we all be FAA enforcers but when we see a fellow pilot do something amiss, a friendly word might save a life and a family's grief.

So, what is the magic age we need to stop our airborne activities? I do not know, but it is always too soon!

brentblue@wyoming.com

Dr. Brent Blue is a senior AME who flies out of Driggs, Idaho, near Jackson Hole, Wyoming. He flies a Noorduyt Norseman and a Cessna 185.

Stay safe, stay happy, keep flying.....



Awards, Endorsements & Ratings @ REI



Carson Larick

1st Solo

12/17/21

CFI Robert Wheatley

NextGen Flight Academy

Congratulations! Carson is starting with his private pilot license and then wants to go all the way. He is not sure if he wants to be a Bush Pilot or maybe fly for law enforcement! He has been working really hard! Keep it up boys!

Harry Nair

1st Solo

12/20/21

CFI Joe Scarcella

Joe Scarcella Aviation

Congratulations 🍾🎈🥳🍷 goes out to Harry Nair for first solo today in the Beech Skipper 77 at Redlands Municipal Airport (REI). Well done, Harry. You are doing great and keep up the good work.



Billy McGee

CFI Airplane

1/23/22

CFI Joe Scarcella

Joe Scarcella Aviation

Congratulations 🎈🍾🎉 goes out to Billy McGee for passing his Instructor Airplane Check Ride, CFI Airplane in the BE 77 Skipper. Well done, Billy! You are a natural. Thanks to designated examiner Ernie Pitts (right).

**Steve Cognalton**1st Solo

2/7/22

CFI Joe Scarcella

Joe Scarcella Aviation

Congratulations 🎈🍾🎉 goes out to Steve Cognalton for soloing his C-150 at Redlands Municipal Airport. Great job Steve. You are on your way.



Josh Herman

1st Solo

2/12/22

CFI Robert

Wheatley

NextGen Flight

Academy

Congratulations! Josh is going for his private pilot license.

He has been working really hard, coming after work to knock this out. Keep up the hard work and we wish you the best!

Jose Gonzalez

1st Solo

2/26/22

CFI Zachary Mercado

NextGen Flight

Academy

Congrats to Jose Gonzalez on his first solo!! Jose is on his way to earning his private pilot license. Way to go Jose!



Chris Devince

Private Pilot

3/6/22

CFI Joe Scarcella

Joe Scarcella Aviation

Congratulations 🎈🎉🍾🎊 goes out to Chris Devince with DPE Ernie Pitts (left) for passing his private pilot check ride in the Beech BE 77 Skipper. Keep up the good work Chris. You did it. You worked hard. I am proud of you.

**Kevin Nye**1st Solo

3/12/22

CFI Joe Scarcella

Joe Scarcella Aviation

Congratulations 🍾🎉🎊🎊 goes out to Kevin Nye's for soloing the BE 77 Skipper at Redlands Municipal Airport. Great job Kevin. You are on your way.

Donating to the RAA thru Amazon Smile

The Redlands Airport Association is 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](#)



FAA Pilot Medicals

Including Basic Med

William R Page, MD

SR FAA AME

flightphysicalpalmsprings.com

wpagemd.ame@Gmail.com

760-774-1776

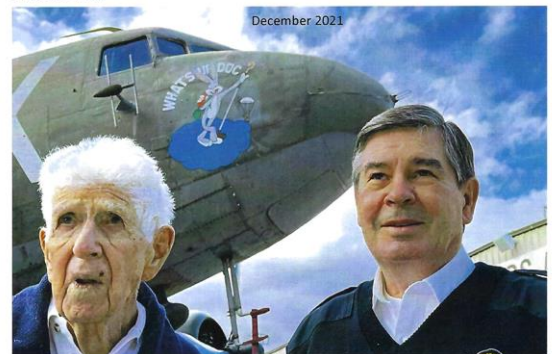
Eisenhower Sleep Center

41990 Cook Street Bldg. A Ste 102A

Palm Desert, CA 9221

DR. Mort Gubin

DR. Page*



December 2021

* Active Pilot(CFII/ASMEI) CFI-H

ATP

C-500

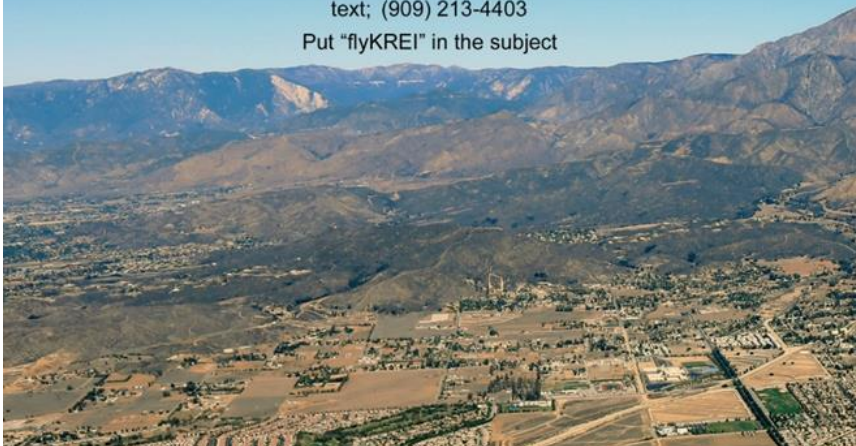
Let's Go Fly is forming a group of pilots
interested in monthly 1/2 to 3/4 day flying excursions.

We are creating a mailing list, send your contact info

email; flyKREI@gmail.com

text; (909) 213-4403

Put "flyKREI" in the subject



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| | |
|--------------|----------------|
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| 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

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

April 23, 2022 - REI Spring Fling Event- REI Public Lobby. Pancake Breakfast, Flour Bombing Contest, Young Eagles Event & Blood Drive.

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.

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 (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 QZ 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