



6-30-22
Volume 9, Issue 2

Redlands Airport Association

Chapter of California Pilots Association

Newsletter

The Mission of the RAA

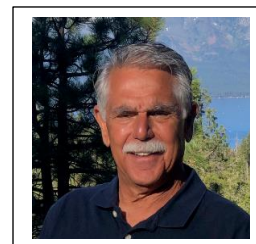
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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



On June 7th we learned that a 62-year-old student pilot was involved in a fatal accident at Hemet Ryan field. The student pilot was receiving instruction from a flight school at Redlands airport. The student was on his second solo cross country flight.

[The NTSB preliminary report](#) has been issued. It mentions the pilot declared an emergency stating loss of power. He may have been attempting an emergency landing that ended horribly. The aircraft burst into flames when it crashed into a block wall behind a new home. The pilot was pulled from the wreckage by those on scene. He died from his injuries a couple of days later. It will take a year or two for the NTSB to release a final report with the cause(s) of the accident.

This was a true tragedy. Our condolences and prayers go out to the student pilot's family. I would bet the 62-year-old student pilot was fulfilling a lifetime dream to get a pilot's license. Many of us can relate to that dream. Many of us worked very hard to earn our certificates and ratings. That is why we congratulate students earning a certificate or rating in this newsletter.

The news coverage of accidents like this one terrifies those considering learning to fly. They paint general aviation and small airports in a negative fashion. There has already been press coverage of residents in new homes built adjacent to Hemet Ryan field calling for the airport to be closed. Not good!

None of us that climb in a general aviation aircraft we rent or own like to hear about accidents like this. It makes us all uncomfortable. This uncomfortable feeling may be more pronounced because it involves members of our airport community. Hopefully, we will all reflect on what may have caused this accident and look for ways to keep ourselves from making a similar fatal mistake.

I personally feel safer in my aircraft than when I am driving on a local freeway. There is less carelessness by those operating an aircraft in the air than those operating on roadways. A pilot that makes a mistake operating an airplane can have more serious consequences than those making a mistake in a car. I keep my aircraft maintained and perform recurrent training to maintain my skills. I am not alone in this regard. But there is always additional opportunities to improve our personal safety. We are blessed with good weather during the summer. Be it a flying vacation, a long weekend, or the \$200 hamburger we all seem to fly more. Let's all take the time to reflect on how we can improve our own personal flight safety so we can avoid an accident. **Let's all fly safe!**

Airport Updates

Coyote Aviation Ground Lease Dispute

The Coyote Aviation ground lease issue is still not resolved. In April, Coyote Aviation President, Gil Brown shared he submitted a reasonable settlement proposal to the city. The offer was discussed in close session at the 4-19-22 council meeting. Unfortunately, the council voted to reject Coyote Aviation's offer.

Gil said the offer was good for the city. It would have forgiven about \$160,000 in overpayments that Coyote has made to the city in the last two decades. It would have also given the Coyote complex to the city after the third of three fifteen-year extensions. The city's counter was to reiterate its offer from September 2022. It includes doubling their monthly ground lease to \$2,400, a fifteen-year lease with annual CPI adjustments, and the city gets the building at the end. When the value of the building is amortized over the end of the 15-year term, it would net the city \$22,000 per month.

Gil was kind enough to write an update on some of the issues Coyote Aviation and its tenants have had to endure since the start of their lease dispute. His update is on page 10.

Goodbye Bruce Shaffer, Airport Supervisor

Airport Supervisor Bruce Shaffer retired effective June 9th. He has served in that role since November 2019. There was no formal announcement from city officials of his departure other than a job posting on the city's website. Some of this may be of his own choice as Bruce stated it wasn't his place to make an announcement of his departure. In mid-April he shared that it was time for him to retire. He cited pushback from tenants on issues he was tasked with implementing by his management and not being supported by his management as reasons for his decision.

Some have expressed mixed feelings about Bruce Shaffer's departure. There is concern his replacement would be more difficult to deal with on airport matters. Bruce has been effective with organizing the airport capital plan and getting grants for the airport. He did negotiate contracts with heavy lift helicopter contractors for ramp use which did get the airport additional revenue. He was a worker and put in many hours, including occasionally, on his days off. He did contact RAA board members on various airport matters and at times was open to hear our concerns. He also expressed concerns about the heavy jet traffic conflicts over REI. He definitely took his job seriously. Maybe too much so.

Many RAA members absolutely believe he is the worst city official that has ever worked at the airport based upon some very public incidents. The wash rack incident, and the Coyote Aviation lease legal actions earned him permanent enemies in the airport community. Heavy lift helicopter parking and operations he organized on the west ramp were cited without concern for proximity to Coyote Aviation's hangar complex and damages resulted.

He went overboard on some issues and ignored others. He backed off a bit in the last few months, but unfortunately it didn't help. He made quite a few enemies on the airport, and they didn't give him a break. In spite of all this, we wish him a long healthy and happy retirement and thank him for his many years of civil service.

At a recent airport advisory board meeting it was announced that Tabatha Kevari, City of Redlands Facilities & Community Services will have responsibility for airport administration in the interim period before a new supervisor is hired. There will not be a city employee onsite at the airport during this interim period. If you have administration needs for things such as gate cards, city lease issues or maintenance issues contact City of Redlands Facilities and Community services by phone at 909-798-7655. You can also report airport maintenance issues through the Redlands 311 App available in the Apple App store.

FAA Grant Award Activity for REI

The FAA Airport Improvement Program (AIP) grant program funds airport infrastructure projects such as runways, taxiways, airport signage, airport lighting, and airport markings. The grants are intended to support aviation safety and to strengthen aviation infrastructure. Airports are entitled to a certain amount of AIP funding each year for approved capital projects. If their capital project needs exceed their available entitlement funds, then the FAA can supplement their entitlements with discretionary funding.

The first set of 2022 AIP awards were announced by the FAA in May. REI was not listed. On June 7th, the FAA announced the second round of AIP grants for 2022. REI was awarded \$95K for an Airport Wildlife Hazard Assessment Management Plan. The Wildlife Hazard Management plan is one of the FAA approved projects listed on REI's 5-year capital plan. The contract for this plan has not been awarded yet.

In March we reported REI was also eligible to get airport improvement grants associated with the Bipartisan Infrastructure Law (BIL) that was signed by President Biden in November 2021. Under this program REI is eligible for \$159k in 2022 and a total of \$795K over 5 years. Airport Supervisor, Bruce Shaffer said he was going to submit for this grant before 2022 deadline on March 11th. He shared ramp paving on the east side of the airport will be the priority for the REI BIL grant.

In 2021 the city received \$194k from the FAA's Airport Rescue Grant program. This program was part of the COVID 19 relief legislation passed by the federal government. The city is already using this \$194K grant to update the airport layout plan.

A couple of years ago, the city received a \$13k grant from the FAA's Airport Coronavirus Response Grant Program. Additionally, the city received a \$32K grant from the FAA's Airport Rescue Grant program. These grants are intended to "prevent, prepare for, and respond to the coronavirus disease 2019 (COVID-19) pandemic". The city's plan is to use these awards to upgrade public restrooms. The bathrooms in the lobby are in sad shape and do not meet current ADA compliance, COVID-19 policies for touchless fixtures, nor include energy/water conservation measures. The upgrades include refurbishment to flooring, painting walls, electrical upgrades (LED Lighting), low flow water toilets, and touchless fixtures. Additionally, an exterior door will be added to city hangar #30 to give public access to a new restroom in that building. Additional funding for these upgrades is coming from two CalTrans Entitlement grants from 2020 and 2021 totaling \$25,920. So, total funds available for the project is \$70,920. On 6-21-22 the Redlands City Council approved a \$70,048 bid from Three Peaks Corporation to perform the work.

Nextgen Flight Academy Redlands is Changing Their Name

Some of you may have noticed NextGen being marked out at the banners at their Redlands location. We reached out to NextGen Flight Academy President, Brandon Martini for an update. He shared the FAA has asked him to change the name at the Redlands location because they are a FAA Part 141 flight school and having two locations with the same name is a problem for the FAA. Brandon shared their new name will be Learn to Fly LLC and they are a checkride shy of having a new 141 certificate under the new business name for their Redlands location. You can learn more about their services on Facebook: [Learn to Fly LLC, a NextGen Company | Facebook](#)

Stuff a Plane Charity Toy Drive 2022

The RAA will be supporting the Salvation Army once again by collecting toys for local kids in need for Christmas. Even though Christmas is 6 months away, planning for a successful toy drive is underway. The airport community collected quite a few toys last year and the goal is to surpass that this year.

The toy drive will be very similar to last year. We will put toy collection boxes in various places (businesses, restaurants, gyms, etc.) starting in November and then we will have an onsite collection day event in early December at the airport lobby. Preliminary December event plans are to have an airplane on display to stuff (stack toys under). Food and drink will be available too. A Young Eagles event or aircraft static exhibits to help bring the community to the airport are also being considered.

Volunteers will be needed to help with our toy drive and to place collection boxes. The 2022 Stuff a Plane Charity Toy Drive will be discussed as part of future RAA meetings this year. For more information, contact RAA Secretary, Cindy Gablin via email to: redlands.airport.association@gmail.com.



Redlands Aerobatic Cup to be Held September 2nd - 4th at REI

IAC 26 is planning another aerobatic contest at REI this year. It won't be much different than what was held last year. Competitors and organizers will start arriving on Thursday 9-1. Flying starts Friday, 9-2 and continues through Saturday and Sunday.



Event organizer Susan Bell initially discussed having a Young Eagle's event and small spectator area. At the 6-16 AAB meeting she announced she was not going to pursue a spectator area or having young Eagle flights.

Susan did share a PowerPoint with the RAA about this year's event. We will share it with members when we get a little closer. They will need many volunteers from our airport. If you are interested in volunteering to help with the event, you can sign up online on their website. Go to: <https://www.iacchapter26.org/contest.html> We will share updates as they become available.

Redlands City Council Vacancies

The RAA cannot engage in any type of political campaign activities. That stipulation is in our articles of incorporation. What we have done in the past is present info on the candidates to interested airport tenants so they can make up their minds. The following Redlands City Councilmembers are termed out in November:

Mayor Paul Barich

Elected: 2014, 2018 (District 3) Current Term: 2018-2022

Council Member Mick Gallagher

Elected 2005, 2022 (District 5)

Current Term: 2018-2022 He was appointed to finish Paul Foster's term when he left Redlands

Council Member Denise Davis

Elected: 2018 (District 1) Current Term: 2018-2022

So far, the only candidate that has made their desire to be reelected is Denise Davis. We do believe Paul Barich will run again. But it will be in district 5.

Redlands has changed their district boundaries and it will impact the election. Barich does not live within the new district 3 that contains the airport. He lives in the new district 5. Mick Gallagher is not running again so if Paul Barich runs for reelection, it will be in district 5. So far, the only candidate for district 3 is Mario Saucedo. Mario is currently a member of the Redlands Planning Commission.

District 3 encompasses the city areas in Mentone and residences south of the airport with Church to the west, Wabash to the east and Colton to the south. We could get a candidate in the new homes that doesn't like the airport.

Interested in serving the community? **It would be great if a civic minded RAA member residing in district 3 would run for a seat on Redlands City Council.** For current election information including links with information about running for city council go to the City of Redlands website at this link: [Elections - City of Redlands](#)

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. Here are some highlights of items discussed at the AAB meetings since our March Newsletter.

April 21, 2022

The board made recommendations to City Council to adopt the REI Fee Schedule presented by staff and to strike out mention of 25 mile per hour speed limit in Airport Municipal Code 12.56.320. They also created an airport safety subcommittee. There was also some discussion about the new airport website the city is developing and recent SBD heavy jet traffic conflicts.

May 19, 2022

Susan Bell, IAC 26, presented on the Redlands Aerobatic Cup event they would like to hold at REI on 9-2 thru 9-4.

June 16, 2022

The board made a council recommendation to approve the IAC Chapter 26 Redlands Aerobatic Cup event. Board member Michael Sullivan announced his retirement from the board. The board indicated they would like to have an open dialog with the airport community in July.

At the June 7th Redlands City Council meeting, RAA member and AAB board member Robert Pearce was appointed to serve a four-year term on the Airport Advisory Board ending May 1, 2026. Bob has served multiple terms on the AAB over the years as a board member and chair. As a retired American Airlines Captain and as an active GA pilot his contributions to the board and airport have been significant.

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 Deborah Forthun debbieforthun@gmail.com David Raley mustangder@aol.com

Jason Golembeski jasongolembeski@gmail.com James Pickens jpickens57@yahoo.com

SBD REI Heavy Jet Traffic Issues

By RAA President, Ted Gablin

If you are not aware of this, there have been at least 12 incidents in the last 2 ½ months with large jets (767's) flying through the traffic pattern area of REI. All have been operated by Air Transport International under contract as Prime Air. These flights have occurred between the hours of 5:30 and 7:30 pm. They usually, but not always, coincided with winds from the west in excess of 10 kts.

The scariest encounter to date occurred on Friday 4-8-22 at approximately 7pm. A Prime Air 767 on approach to runway 24 at SBD went through the KREI traffic pattern. Just south of the REI runway the jet came in very close

proximity to two REI pilots. One was on his way to French Valley with his wife in their Bellanca, the second pilot was flying in a C-150. The jet continued north and encountered a third aircraft, an air ambulance helicopter over the Santa Ana wash.

The pilot flying the Bellanca was RAA Treasurer Bob O'Connor. He was looking for the C-150 when he saw the jet. He was at least 3000' when he went by the jet. He estimated the jets height at 2700'. Bob called SBD tower to report the encounter. The crew in the Prime Air jet was overheard by Bob saying something to the tower about a TCAS warning and the tower responded saying something about not having radar. We are hearing the jet did get a TCAS Resolution advisory and the system automatically took evasive action. It is believed the TCAS was triggered by the proximity of the helicopter. The jet did have to go-around.

Another RAA member, Allen Thoe was in downtown Redlands that evening and said he saw two jets overfly the downtown on the way to SBD at a very low altitude. We later confirmed there were actually two Prime Air jets that were cleared for a visual approach to Rwy 24 that went through the REI traffic pattern area. This happened within an approximate 15-minute period.

Nelson Sanches is an FAA inspector at the Riverside FSDO that lives in Redlands. He too saw at least 1 of the jets. He left a voicemail the next day for Bruce Shaffer asking to speak with anyone that was in the pattern when the jet came through the area. Nelson later took written statements about the overflights from both Bob and Allen. Nelson has been the FSDO representative attending the working group meetings at SBD. He has been very interested in helping. He shared that he has reached out to ATI about the way these flights have been conducted and is hopeful for some improvement.

It's worth mentioning that representatives from the City of Redlands have not been invited to any of the working group meetings since the initial meetings were held on 2-23-21 through 2-25-21. The working group meetings have involved SBIA administration, FAA personnel and representatives from the air freight carriers. Are you getting uneasy about this yet?

Some draft recommendations from the FAA were generated from the initial working group meetings. These recommendations were shared with Bruce Shaffer. It's worth mentioning that most of them have been implemented. Here are the draft FAA recommendations to fix the potential traffic conflicts between REI and SBD:



1. FAA recommends REI continue use of Micro Tower (Our Super Unicom) for both SBD, REI, and transit pilot community use for situational awareness and to explore more features and updates.
2. The REI Micro Tower should broadcast:
 - A message from the aircraft's ACARS (Aircraft Communications Addressing and Reporting System) to advise REI aircraft about SBD inbound/outbound heavies.
 - Update the FAA Chart Supplement to identify the REI Automated UNICOM.
 - If ACARS is non-operative or the Heavy Aircraft is not equipped, the flight crew broadcasts on REI CTAF of their inbound prior to "XX" NM or minutes from REI and or outbound prior to taking RWY06 for departure. Perhaps after receiving take-off clearance???
 - All high-performance or heavy aircraft make a broadcast on for their inbound prior to "XX" NM or minutes from REI and for outbound prior to taking RWY06 for departure
3. FAA to review visibility and ceiling requirements for the RNAV visual approach to RUNWAY 24; if necessary, review crossing restriction between WUNPA and VUTOW to ensure vertical/horizontal separation from REI pattern traffic altitude.
4. Move Aerobatic Operations Area (Aerobatic Practice Area).
 - Determine if moving the Aerobatic Operations Area is operationally feasible for SCT and users. Review moving and/or raising the base altitude of the Aerobatic Operations Area.
 - Review Regional Aerobatic Competition requests and associated box using existing process and conditions at the time of request.
5. SDB Class D Changes
 - Expand Class D Airspace to accommodate circling procedures and an ODP (Obstacle departure procedure) climb out gradient increase or SID (Standard Instrument Departure) climb out.
 - Add evaluation findings and explore/research possible options for airspace changes.
6. REI Traffic Pattern
 - Shift the REI fixed wing traffic pattern to the south and raise the traffic pattern altitude to 1,000 feet AGL.
 - Shift REI helicopter traffic to the north and lower to lowest safe and legal altitude available.
 - Or explore lowering the north fixed wing REI traffic pattern to the lowest safe and legal altitude available (fixed wing or rotary wing).
7. Chart Supplement Updates
 - REI- Large and Heavy aircraft in close proximity.
 - SBD- Redlands Muni., 3.4 NM East, Traffic Pattern Altitude 2500 MSL and Regularly Scheduled Aerobatic Operations Area 4.4 NM NE of airport 3500 MSL to 7500MSL.

There is nothing illegal about the large jets transitioning the REI traffic pattern. But the approaches being made to SBD runway 24 have not been conducted with consideration of the safety measures in the FAA draft recommendations. We are aware of only one recent (6-16-22) Prime Air flight crew that made a radio call on the REI CTAF. The ACARS warning system the city funded that is connected to REI's super AWOS has yet to operate. Despite NOTAMs and FAA Letters to airmen, these aircraft have passed thru the REI traffic pattern at close to the traffic pattern altitude. The crews are either not aware that REI exists, or they don't think there will be any traffic conflicts.

We are hearing from a source that UPS will be testing a revised RNAV visual runway 24 approach in June or July. RAA member Dave Guthmiller had some dialog with Scott Quinlan, UPS Chief pilot Ontario Airport. Scott shared he anticipates the revised RNAV Runway 24 visual approach will be fully approved and operational this fall. Additionally, Bruce Shaffer shared that a Hughes engineer tasked with developing the UPS approach says the FAA is close to completing the design of an expanded class D at SBD. The traffic issues are here to stay, and we all need to mitigate the risk.

Here are some thoughts we should all consider as we try to minimize the hazards of operating with heavy jets in the vicinity of REI:

REI Traffic Pattern Change

The overflights have approached from the south or southwest. Moving the REI traffic pattern to the south side of the field will not eliminate conflicts. There are many residences on the south side of the airport. The volume of fixed wing traffic doing pattern work at REI will create noise issues. When issues like this occur, cities impose operating hour restrictions and sometimes call for airport closures. Moving the fixed wing traffic pattern to the south side of the field should be discouraged. If this suggestion does get any traction at city hall there should be some rigorous environmental study (noise and overflight) before the pattern is flipped.

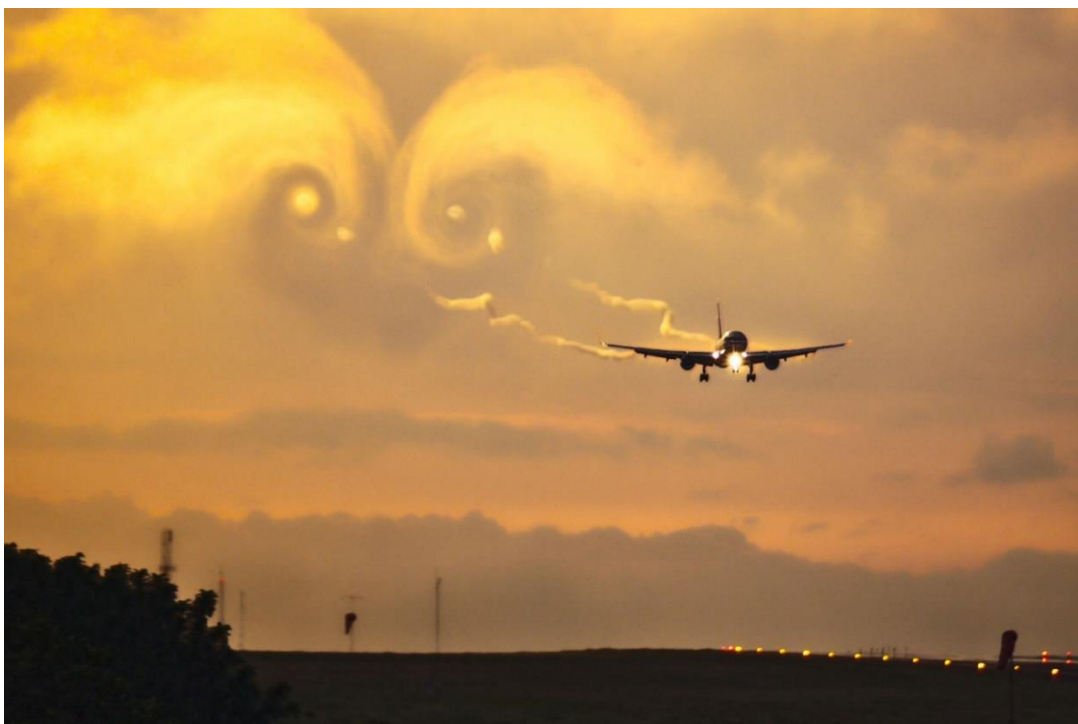
Keeping the fixed wing traffic on the N/S of the field and lowering the traffic pattern altitude for the fixed wing traffic is also an FAA recommendation to resolve traffic conflicts between REI and SBD. Lowering the TPA to 2300' or 2400' MSL equates to 826' or 926' AGL. Lowering the traffic pattern will allow pilots to fly a tighter traffic pattern and increase separation from aircraft circling to land on SBD Runway 24 and the planned SBD RNAV Runway 24 approach being developed.

Being Aware of Heavy Jet Flights

We all need to be aware of when there have been overflights. It appears that most of the flights over REI have occurred between 5:30 and 7:30 pm. The winds have been 10 kts or more from the west. Please be vigilant during those times. If you can, monitor SO Cal approach and SBD tower frequencies when operating at REI. You can also check flights scheduled to arrive at SBD on Flightaware.com as part of your preflight briefing. Search by the destination of KSBD.

Stay Informed

We will continue to keep wake turbulence discussions as part of our safety program at RAA meetings, so everyone is aware of the dangers. We have also reached out to the FSDO to request a FAAST seminar at REI to discuss wake turbulence. We will continue to share information we learn about SBD heavy jet traffic as it becomes available.



Retaliatory Behavior? You Decide.

By Coyote Aviation President, Gil Brown

Although the City of Redlands is throwing everything it can at Coyote Aviation, the small business is holding strong. According to those with connections to city staff and officials, the determination of the small business is a horrible unscratchable itch. At the Redlands Airport Spring Fling, the Redlands mayor was asked about the Coyote Aviation dispute by a Coyote hangar owner. A conversation between parties ensued that contained more than loud and colorful language.

On November 13, 2021, Columbia Helicopters was directed by the city to park and service their Chinook helicopter just feet from Coyote Aviation's north-facing wall. This parking direction came after Coyote Aviation had put the city on notice that helicopters could present a significant problem to the ramp and building. Between 2015 and 2021, Coyote submitted eleven e-mail messages regarding helicopters to the city. Yet in spite of the west ramp being almost entirely empty, the helicopter crew was *specifically* directed to park next to the Coyote building. See links below for YouTube videos of Coyote helicopter problems and the video of Columbia's helicopter and the empty ramp.

<https://youtube.com/shorts/6WBpoBLdFBk?feature=share>

https://youtu.be/4_ATEm-qR4o

You'll notice in the comments of the last video that Joseph Burks, a Chinook mechanic, says the crew was specifically directed to park next to Coyote Aviation. What's more, Siller Helicopters had an Air Crane on the ramp. Witnesses say they were also *directed* to park next to Coyote Aviation but refused due to the potential problems. Indeed, Columbia's Chinook caused enough damage to the Coyote building and ramp that a hazmat crew had to be engaged to clean up the site.





Most recently, all tenants and hangar owners of Coyote Aviation have been served with legal papers demanding more information about their previous responses to the Unlawful Detainer filed by the city. Each packet requires a tenant to respond to at least 47 questions and submit documents and/or evidence to support the answers. Each individual must then serve each other tenant with their responses and also serve the attorneys involved. That's almost 25 documents for each to serve to others. My own last two weeks have been spent only on this work, work which is not even required by the courts. The City of Redlands initiated this unnecessary demand.

Otherwise, Coyote Aviation is hanging in there. Coyote's tenants and owners know all of the facts regarding the case and say they are 100% in favor of continuing the battle. One hangar owner met recently with a city official. He was stunned by how much of that official's information about the case was flat-out wrong. That gives us all confidence that once the strength of our legal position is confirmed, things will improve. Of course, that won't give me back two years of my life I've spent defending Coyote's interests.

And remember, the City of Redlands, to this day, has *never* engaged with Coyote Aviation regarding the submission of its intent to extend the lease. NEVER.



“Spring Fling” April 23rd a Success!!

By RAA Secretary Cindy Gablin

The Redlands Airport Association’s Spring Fling event on April 23rd went very well. I wanted to take a moment to thank all who joined us to make the event great. I especially want to thank all that volunteered and helped. That made set-up and clean-up a breeze.

This was certainly our biggest crowd for a Spring Fling event. We served over 100 breakfasts. We cooked 200 sausages, 20 lbs. of pancake mix, and served 2 1/2 gallons of juice, 60 cups of coffee, some soda and water.



We had seven pilots and seven bombardiers compete in the Flour Bomb Contest. The contestants were: Rick & Beth Miller, Walt & Sherry Ferar, Len Ingalls & friend Terrie Buck, John Lee & Paul Renkenberger, Jon & Angela Lawrence, Tom Jones & Joe Gurrola, and Wayne & Layla Reid. I am a little disappointed that more pilots didn’t come out. I thought the prizes for Aircraft Spruce gift cards would excite the pilots. For a mere \$5 entrance fee, who wouldn’t want to try their skill to get \$100 for 1st, \$50 for 2nd or \$25 for third? Despite that, the bomb drop was a big hit with both spectators and pilots. Everyone had a blast. Although no one scored a direct hit on Vladimir Putin, the winners were within 1 foot of each other. First place went to Walt & Sherry Ferar, second place went to Jon & Angela Lawrence from Cable and third place went to Len Ingalls & Terrie Buck. Walt has a RV12 which has a tilt up canopy, so he had to come up with an idea so he could compete in the contest. He showed off his skill by building a “F Bomb” (Ferar- not what you were thinking) that he could drop flour bombs from. You can see it and the rest of the pictures taken at the Spring Fling on our website at this link: [4-23-22 Spring Fling](#). Most of the pictures were taken by Angela Hoover. Thank you, Angie! Be sure to also check out the video from Wayne Reid and his bombardier Layla during the Flour Bombing Contest.

EAA Chapter 845 held Young Eagles Flights on Saturday as well. Unfortunately, they only had four pilots flying kids. However, those four pilots flew approximately 25 kids and a couple adults. While the RAA’s Flour Bomb Contest was going on, the EAA held ground school for the kids. Allen Thoe came early and set up his computer-based flight simulator for the kids to use while they waited for their turn to go for their flight. Overall, it looked like a great Young Eagles event. It is always great that the RAA & EAA can help each other out by having events simultaneously.

The RAA also sponsored a blood drive with LifeStream Blood Bank. LifeStream would like to have at least 20 people sign up to donate for them to bring out the bloodmobile. Unfortunately, as of Friday night, we only had 12 people signed up. Because of the blood shortage LifeStream came anyway. Thank goodness, we had some last-minute people sign up Saturday morning as well as some walk-ins. Bottom line, they collected 20 units, so that made them very happy. Thanks to all that donated.

We had posted the event on a few social media sites, and I want to thank those that shared those posts to friends and family. I know that brought more people to the event. There were many positive posts both before and after about the event on social media. It's apparent we did a great job exposing the community to general aviation and showing attendees, and those that participated, a good time at Redlands Airport. We couldn't do this without all of your help.

THANK YOU!

FLYKREI May Flyout Report

By RAA Directors, Walt & Sherry Ferar

The May FLYKREI fly-out to Tehachapi STOL drags did not turn out as planned. The wind in the desert and at Tehachapi on Saturday caused a last-minute change to the back-up location of Chiriaco Summit. On Saturday, the overcast at REI hung in longer than expected, by 1:00 the Banning pass was still clouded-in, and we gave up on plans to go to Chiriaco. The 3 remaining planes, 7 people, plus Peanut decided to fly to French Valley instead. We had a great lunch and good conversation.

On a more positive note, about a month ago a lady (student) contacted me and wanted to know if anyone in our group had an extra seat for the Tehachapi flight, I mentioned it to one of the Redlands pilots Bill Cheesman and he volunteered to have her fly with him. Racquel brought her 83-year-old father, also named Bill, for his first flight in a small airplane. They both had a great time and Racquel got to do some of the piloting. Bill has flown a lot of Young Eagles; this might have been his first Old Eagle flight.



The June fly-out will be June 25, 2022, it will be to Chiriaco Summit / Patton Tank Museum, the backup location in case of weather is Santa Paula Airport.

If you want to get direct emails on this and future fly-outs send an email to flykrei@gmail.com put "add me to the list" in the subject.

Safe Summer Flying

RAA Safety Officer, Larry Rice



We are about to or have passed a time when accidents seem to happen without a clear understanding of why they happened. By now most of our “June gloom days” are gone. We usually see one or two accidents during this time in Southern California. Why? Why do these accidents continue to happen?

In my 53 years of flying, I have never understood “Why”? What can we do to help end this problem?

Coming in the next few months is another trouble spot for me, “Density Altitude.” I have the same question “Why”? With all the information, calculators, and signage again “Why”? Why do these accidents continue to happen?

I CAN POINT OUT MANY SCARS ON THE MOUNTAINS AROUND HERE WHERE AIRPLANES HAVE MADE CONTACT WITH THE GROUND AND PILOTS HAVE DIED. Why? Why do these accidents continue to happen?

Over the years there have been many definitions of the word accident. What is yours?

The one I have learned to like the best is as follows: **“AN ACCIDENT IS A SERIES OF INCORRECT DECISIONS”**

As a pilot we make decisions about our flight even before we get to the airport and continue to make decisions about our flight until we leave the airport after our flight. How do we make our decisions?

All of us make decisions, but how do we know if they are correct and will provide a safe and successful flight? Most all of us have heard about ADM, PAVE and CRM. How about DECIDE? Do you know what these acronyms define?

ADM – Aeronautical Decision Making

CRM – Cockpit Resource Management

PAVE – A decision making model

P – Pilot

A – Airplane

V – Environment

E - External pressures

DECIDE – Another decision-making model

D - Detect (the Problem)

E.- Estimate (the Need to React)

C - Choose (a Course of Action)

I - Identify (Solutions)

D - Do (the Necessary Actions)

E - Evaluate (the Effect of the Action)

Source: FAA-H-8083-25A (PHAK)

I think part of our problem is with pilots getting proper weather briefings.
Where do you get yours? Is it one of the FAA approved briefing methods?

There are many components to safety, far too many to discuss in the small article. It is easy to get information on these topics from the FAA website. Of course, I will be glad to discuss any of them with anyone.



Enjoy and fly safe!

GAS / GROVE AERO SERVICES

Karl Grove, President, Grove Aero Services

So, what is GAS? Well, it's not the new fuel pumps at REI as perhaps many of you may have thought! :-) Grove Aero Services' is the newest MRO (Maintenance Repair & Operations) facility on the field. I've been on the field for about 10 years now and more recently moved one of my businesses into the old MAF hangar on the east end of the airport. For some time, I've considered that a larger facility such as this one could serve the local and Redlands aviation community. It was really by coincidence that a number of the A&P's had similar thoughts and after a few discussions we decided to join up and form GAS.



So it is with great pleasure that I present to you; Grove Aero Services and Takashi Nishimura (A&P), Stephen Sample (A&P + Avionics) and Bobby Graham (A&P IA), and myself as owner/proprietor and chief operator of the Keurig. I believe we have a powerhouse of knowledge here and we will be able to serve the Redlands airport and surrounding GA community by providing a full breadth of services such as annuals, inspections, scheduled maintenance, prop strikes, engine overhauls, avionics upgrades and installs, upholstery, pre-purchase inspections, aircraft sales, owner build assists and much more.



We're also opening up a small pilot store as well and will be stocking oil, tires, tubes, filters, and other consumables soon.

As well as GAS, I continue to refine the Lancair Legacy air race plane for the Reno races and liquid cooled engine technology. We have been developing this package for the last couple of years and now have production available parts for the 360 and 540 Lycoming engines. We can essentially convert either into a liquid cooled engine where you benefit from, more power, improved combustion chamber design, improved BFSC's (brake specific fuel consumption), lighter components, no shock cooling and then the best part, CHT's of under 200 deg. f! Reno is just around the corner for us, and we aim to be there in September. If you're ever curious about the technology I'd be happy to host a 'show and tell' about the AC AERO USA products, engine, and technologies that we're developing and marketing to the experimental category market. You can read more at www.ac-aero.com



I want to take this opportunity to invite you over to the GAS shop and speak to any one of us at any time. We're here to help and welcome the opportunity to discuss your next project or maintenance needs.

Thanks,

Karl Grove

Grove Aero Services (GAS)

t 951 212 6893

e karl@grovaero.com

w grovaero.com

fb www.facebook.com/GroveAero



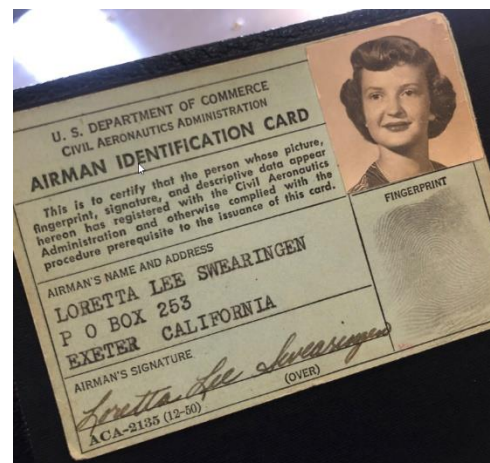
A Special Flight for Mom!

Amanda Barretto, NextGen Flight Academy Dispatcher

On May 10, 2022, we had a very special copilot. Her name is Loretta Lee Cooper. She started flying straight out of high school in the 50's before they did radios!!

Her sweet daughter surprised her for Mother's Day and got her back up in a plane. To say she was excited was an understatement. Please check out the photos below. Her Airman ID photo is just GORGEOUS!

So happy we could be a part of your special day Loretta and I hope you come fly with us again!



Awards, Endorsements & Ratings @ REI



Jordan Ankenman

1st Solo

3/23/22

CFI Barry Neumayer

Westwind Flying Club

Congratulations Jordan!

Gabriel Uribe

1st Solo

4/13/22

CFI Barry Neumayer

Westwind Flying Club

Way to go Gabriel!!!



Have You Paid Your RAA Annual Dues?

It's that time of the year. 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, as a last resort mail a check for \$10 payable to Redlands Airport Association. Our address is:

Redlands Airport Association
1745 Sessums Dr. Ste. 1
Redlands, CA 92374-1907

If you have changed any of your contact information, please let us know.

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 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

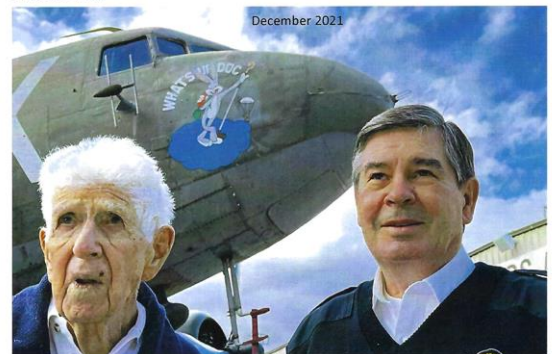
Eisenhower Sleep Center

41990 Cook Street Bldg. A Ste 102A

Palm Desert, CA 9221

DR. Mort Gubin

DR. Page*



* Active Pilot(CFII/ASMEI) CFI-H

ATP

C-500

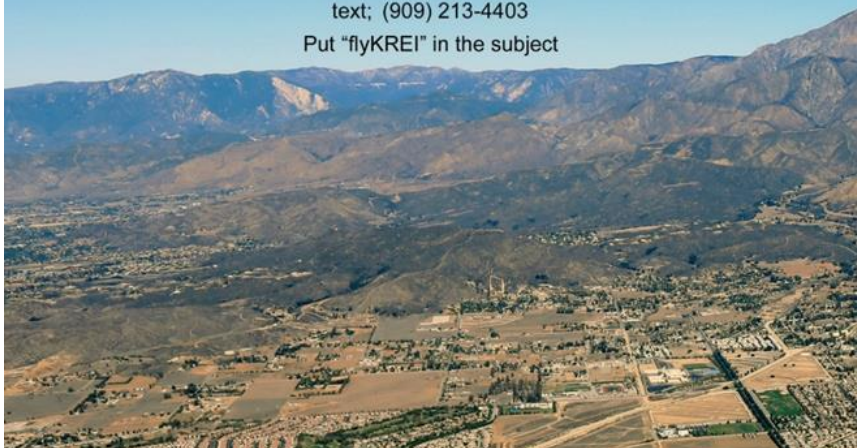
Let's Go Fly is forming a group of pilots
interested in monthly 1/2 to 3/4 day flying excursions.

We are creating a mailing list, send your contact info

email; flyKREI@gmail.com

text; (909) 213-4403

Put "flyKREI" in the subject



NextGen Flight Academy

Learn To Fly with Us!

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CustomerService@FlyNgAviation.com

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Riverside, Ca 92504
877.551.1110 Office



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*Certified Flight Instructor * Designated Pilot Examiner*

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On the web:
WWW.RAACP.Org



Ted Gablin	President
Phil Ensley	Vice-President
Bob O'Connor	Treasurer
Cindy Gablin	Secretary
Larry Rice	Safety Officer
Wayne Reid	Director

Upcoming Airport Events

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

September 2nd-4th – Redlands Aerobatic Cup

December – Stuff a Plane Toy 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)(KREI) 2 NE UTC-8(-7DT) N34°05.12' W117°08.78'

1574 B TPA—See Remarks NOTAM FILE RAL

RWY 08-26: H4504X75 (ASPH) S-12.5 MIRL 2.3% up E

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 26: REIL. Trees. Rgt ttc.

SERVICE: S4 FUEL 100LL OX 1, 2 LGT ACTIVATE REIL Rwy 08 and 26; PAPI Rwy 08; MIRL Rwy 08-26—CTAF.

NOISE: Avoid noise sensitive areas S of arpt.

AIRPORT REMARKS: Attended 1600-0100Z. Self serve 100LL fuel avbl 24-7. Coyotes and waterfowl on and invof 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 Notices —Aerobatic Operations Northeast of Redlands, CA.

AIRPORT MANAGER: 909-557-8520

COMMUNICATIONS: CTAF/AUNICOM 123.05 (3 clicks for wx and adzy, 4 clicks for radio check.)

® SOCAL APP/DEP CON 127.0 (North-NE)

CLEARANCE DELIVERY PHONE: For CD ctc SoCal Apch at 800-448-3724.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) (H) VORTACW 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 blo 5,000'

145°-190° blo 8,000'

190°-230° blo 10,000'

310°-325° byd 35 NM blo 10,900'

325°-345° byd 25 NM blo 11,500'

345°-360° byd 35 NM blo 10,500'

VOR unusable:

010°-015° byd 20 NM blo 10,000'

130°-145° byd 25 NM blo 5,000'

145°-190° blo 8,000'

145°-190° byd 25 NM blo 10,000'

145°-190° byd 39 NM blo 13,500'

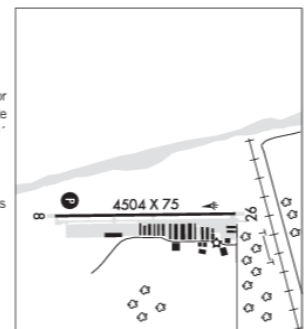
190°-230° blo 10,000'

310°-325° byd 35 NM blo 10,900'

325°-345° byd 25 NM blo 11,500'

345°-360° hwt 35 NM blo 10,500'

LOS ANGELES
COPTER
L-4H, 7C, A
IAP



Not for Navigation