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Volume 9, Issue 3

Redlands Airport Association

Chapter of California Pilots Association

Newsletter

The Mission of the RAA

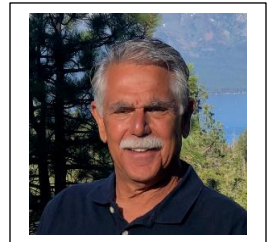
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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



The heavy jet traffic over REI has been described by the Southern California Airspace Users Working Group (SCAUWG) as “an accident waiting to happen.” Others have shared there is potential to have an accident similar to the [midair collision over Cerritos in 1986](#). So far, the FAA has made some recommendations that include pattern changes at REI and issued NOTAM's and Letters to Airmen warning pilots of the close proximity of the airports and heavy jet traffic. They have also approved a much-needed radar installation at SBD. It seems that even though billions of \$ have been set aside for infrastructure there is no timeline for installation of radar at SBD. We hope it won't take an accident to get the government moving.

REI is not sleepy hollow. There are an estimated 60,000-80,000 aircraft operations annually. With a new airline and increasing air freight businesses, SBD heavy jet traffic is not going away. The sight of a 767 freighter directly over REI at approximately 175kts and close to pattern altitude without warning is extremely concerning to not only our airport community but many others. I would like to take this opportunity to share who has been helping with efforts to get solutions that will minimize the risk of an accident.

Nelson Sanches is an FAA inspector at the Riverside FSDO and lives near REI. He has seen the 767 overflights through the REI traffic pattern. He has shared information about these incidents with the FAA's air traffic organization and the chief pilots of the freight carriers and Breeze Airways. He has made himself available to address overflights with some of the RAA board and our airport supervisor.

We have received tremendous support from the Southern California Airspace Users Working group. Specifically, Webmaster Ron Berinstein and Co-founder, Pat Carey. They have tried to provide visibility of our traffic conflict issue by making it an agenda item at their monthly meetings and posting information about this issue on their website at [SCAUWG.ORG](#).

Our new airport supervisor, AJ, has also been concerned about the overflights. He has contacted Amazon and the freight carriers' chief pilots to address the overflights. AJ recognizes the potential for an accident and is pushing these carriers to fly a prescribed approach. Redlands AAB Member Thomas Cook has also been active with addressing these issues. He has requested Redlands Councilmember, Eddie Tejeda, to set up a meeting with Congressman Aguilar to discuss expediting the installation of radar at SBD. The meeting hasn't happened yet, but we are hopeful we will get an opportunity soon.

Jim McClay, AOPA Director, Airspace, Air Traffic and Security, has conferenced with me about our issue. He has pledged to involve AOPA to push a meeting with the FAA if needed. This is something that may need to happen if procedural changes are required for heavy jet traffic using Rwy 24 at SBD.

Getting real solutions to address the safety concerns associated with heavy jets and GA aircraft over REI is a huge challenge. It involves many parties and large bureaucracies. It's not something that will get fixed quickly either. There are competing interests too. But safety should be a priority for all parties. We are glad for the assistance from all of these individuals to address this issue. Thank you for your support!!

Airport Updates

Welcome Adarian Lawson, Airport Supervisor

Our new airport supervisor is Adarian Lawson. He is okay with you calling him "AJ." If you haven't met him yet he can best be described as very outgoing and enthusiastic. He definitely has a passion for aviation and his new responsibilities at REI.

AJ is 37 years old. He was born and raised in Atlanta, Georgia. He is a veteran. He served in the US Army between 2009 and 2018. He was stationed at Fort Drum, Iraq, Germany, and Fort Campbell (Air Assault). He met his wife Michelle in the service. She is still on active duty serving as the OPS NCOIC (Operations Non-Commissioned Officer in Charge) for the Army Aviation Unit at Fort Irwin, CA. They reside at Fort Irwin with their two sons, Amir, age 3 and Anwar who is 7 months old.

After leaving the military, he enrolled in the Middle Tennessee State University Aerospace program where he obtained a bachelor's degree in aerospace and a master's degree in Aeronautical Science. He has earned his Commercial Pilot License with single, multi engine and instrument ratings. He has about 400 hours and has done some pipeline flying and ferrying.



AJ sent the Redlands Airport Association an email a few days before he started and stated he was looking forward to working with the RAA to promote general aviation, education, safety, participation to include youth and improving Redlands Municipal Airport. From what we have seen so far, AJ is a man of his word.

REI Gets Remodeled Public Restrooms

For many years, restroom issues at REI have been a sore spot for airport tenants. Both lobby restrooms never seemed to have been cleaned to the same standards as seen at other city facilities. At many airport events volunteers have scrubbed the lobby bathrooms with consideration of the kids and parents that have attended. The appearance of the lobby bathrooms was made worse by the old flooring, dilapidated wall covering, dingy paint and old fixtures. The lobby bathrooms also do not meet current ADA standards, COVID-19 policies for touchless fixtures, and do not have energy/water conservation measures. The RAA and some airport advisory board members funneled many complaints from users about these restrooms to Redlands Aviation and the city for years. The city has a restroom in the city hangar complex accessed through a leased office space (formerly the pilot lounge). Earlier this year someone vandalized the restroom, and for most of the time since the incident it has been closed to the public.

These three restrooms are the “public” restrooms at REI. There are other restrooms at the airport in the privately owned hangar complexes, but they are reserved for their tenants. Something needed to be done to provide adequate and proper public restrooms at REI.

A couple of years ago, the city received a \$13k grant from the FAA’s Airport Coronavirus Response Grant Program. The city also 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 also received two CalTrans Entitlement grants in 2020 and 2021 totaling \$25,920. The city decided to use the \$70,920 in grant awards to fix the restroom issues. The lobby restrooms will get refurbished flooring, new paint, electrical upgrades (LED Lighting), water saving toilets, and touchless fixtures. The existing restroom in the city hangars will also get a remodeled. On 6-21-22 the Redlands City Council approved a \$70,048 bid from Three Peaks Corporation in Calimesa to perform the work. Construction started on September 6th and is scheduled for completion by October 6th.

Coyote Aviation Ground Lease Dispute



In August, Coyote Aviation President, Gil Brown, shared the city paid for an appraisal of the Coyote hangar complex. The appraisal was done on August 15. Perhaps this is being done in an effort to negotiate a settlement with the principals. Gil has shared he is open to selling the complex to the city if he can get a market price for the complex along with reimbursement of legal fees.

Stuff a Plane Charity Toy Drive 2022

On June 30th RAA Secretary, Cindy Gablin, met with Steven Pinckney and Naomi Goforth from The Salvation Army San Bernardino County Corps to discuss plans for this year’s Stuff a Plane Charity Toy Drive. As reported in our June newsletter this year’s toy drive will follow the same basic format as last year. That said, Cindy is optimistic that RAA volunteers will collect even more toys this year for kids in need.

The RAA will start placing toy collection boxes at locations November 1st thru December 2nd. Cindy is looking for RAA members to volunteer to place a toy collection box in locations that will generate toy donations. The volunteer will need to monitor and collect the toys at the end of the drive on December 2nd. It is important to get an early start on this as we would like to get ahead of the other organizations like the Fire Department’s “Spark of Love” and the Marine’s “Toys for Tots” that place boxes for toy donations.

December 3rd will be the final toy collection event at Redlands Airport. This event will give the local community another opportunity to donate toys or cash to The Salvation Army. We will also alert pilots at neighboring airports of the event so they can fly in, donate, and display their planes. It will be a fun event.

Event plans are not finalized but Cindy is hoping it will include:

- A Young Eagles Flight Hosted by Redlands EAA Chapter 845
- Computer Flight Simulators
- A display plane for guests to stuff toys under as well as other planes on display for guests to view
- A BBQ lunch
- A Blood Drive
- Outreach Display by The Salvation Army

For more information, or if you would like to volunteer to place a collection box, please contact Cindy via email at Redlands.Airport.Association@gmail.com

REI Pilot Joins Leucadia Therapeutics as Global Chief Medical Officer

Leucadia Therapeutics is a company working to cure Alzheimer's disease. They recently hired REI pilot and RAA member Dr. Javed Siddiqi as their global chief medical officer. Dr Siddiqi has experience in skull base neurosurgery. This surgery is needed to implant Leucadia's revolutionary [Arethusta](#)® device. This device drains disease-causing toxins from the brain. A recent press release from Leucadia states: "Javed's unique expertise will help Leucadia Therapeutics take its next critical steps on our journey to cure Alzheimer's disease". We wish Dr. Siddiqi all the best in his new position at Leucadia. We hope, with his efforts, that a cure for Alzheimer's disease will soon be available.

Congressman Jay Obernolte introduces Streamlining Aviation for Eligible Veterans Act

Congressman Jay Obernolte (R-Hesperia) represents California's 8th congressional district. This district includes Highland, Yucaipa, and small parts of Redlands and Mentone. Jay is an ATP rated pilot based at Big Bear airport. He has introduced H.R. 8811, the *Streamlining Aviation for Eligible Veterans Act (SAFE Veterans Act)*. This legislation will enable veterans who qualify for vocational flight training through the Veteran Readiness and Employment Program (VR&E) to complete flight training through a flight school. This will increase flexibility for veterans seeking vocational flight training outside of a college degree program while simultaneously addressing the U.S. airline pilot shortage.

The VR&E program provides services to eligible servicemembers and veterans with service-connected disabilities prepare for, obtain, and maintain suitable employment or achieve independence in daily living. The program currently requires flight training programs be tied to traditional four-year college degrees to receive funding; however, most major airlines no longer require college degrees to enter the cockpit. The *SAFE Veterans Act* takes action accordingly to remove the VR&E degree program requirement specifically for flight training programs, helping to put more veterans in the cockpit.

Roughly two-thirds of airline pilots were veterans in 1980. This number dropped to around 30 percent in 2019. As we all know, we are experiencing a growing pilot shortage that has been made worse by the COVID pandemic. As a result, major airlines have resorted to cancelling flights, parking regional jets in long-term storage, and leaving travelers stranded. Increasing opportunities for veterans to return to the commercial airline cockpit through the *SAFE Veterans Act* will address the ongoing pilot shortage while increasing accessibility of vocational flight training programs for veterans. HR 8811 was introduced on 9-13-22. It has been referred to the House Committee on Veterans' Affairs. The bill has a long way to go for implementation, but we hope it becomes law.

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. 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

Nathan Freeman

Our Wiley Coyotes at REI

By RAA Secretary Cindy Gablin

As I am sure you are aware, coyotes have made REI their path to water and food sources. They get water from the culvert at the west ramp and avocados from Jacinto's farm at the east ramp of REI. They not only come on the airport property from the wash, but we have also seen them come from the south across Sessums Drive.

Many pilots have complained about encounters they have had with coyotes on REI's taxiways and runway. In January this year, the RAA started a campaign to get pilots to report coyote/aircraft encounters at the airport. The goal is to provide visibility of these incursions to the FAA which can help get grant funding for a new perimeter wildlife fence. The RAA created a coyote "wanted poster," which is hung in the lobby and public restrooms. The poster provides a web address for pilots to report these encounters to the FAA. The poster also includes the phone numbers of some RAA members that have offered to help fill out the report for pilots having coyote encounters. To date, a total of thirteen coyote encounters have been reported by REI pilots to the FAA Wildlife Strike Database for Redlands Municipal Airport. Eleven of them were for coyotes, five of which were in June of this year. No one has struck a coyote, but there have been close calls. Pilots have had to perform go arounds or perform evasive maneuvers to avoid a strike.

Last March, Airport Supervisor Bruce Shaffer shared the city is awaiting an Airport Improvement Plan (AIP) grant award to fund a Wildlife Hazard Management Plan. The Wildlife Hazard Management plan is one of the FAA approved projects listed on REI's 5-year capital plan. The plan will identify wildlife hazards at REI and make recommendations to minimize the risk. We can bet our coyote problem at REI will be at the top of the list. On June 7th, the FAA announced a second round of AIP grants for 2022. REI was awarded \$95K for an Airport Wildlife Hazard Assessment Management Plan. It's not clear as to when the study will start. We haven't seen any notices from the city about a contract award for the study.

This plan will evaluate methods to deal with our coyote problem. A plan recommendation to build a wildlife fence will probably be necessary before the FAA will fund a fence project costing 2-3 million dollars. With consideration of all of this, a new wildlife fence is 3 or more years away if the city does follow through with grant applications and contracts without delay. So, it's prudent to do some things in the interim to mitigate our coyote problem.

On June 28th, Ted Gablin requested some help from the AAB Safety Committee members, Jason Golembeski and Jim Pickens to deal with our coyote problem. Jim reached out to the city for assistance. City of Redlands Facilities and Community Services Senior Manager, Tabitha Kevari, responded and offered to walk the perimeter fence to see if something could be done to limit coyote access to REI.



On July 1st, Ted & Cindy Gablin, Jason Golembeski, Jim Pickens, Tabitha Kevari, and Zach Labonte (City of Redlands) met to check out the fence around the airport. We first drove on Sessums to the west ramp. There were multiple places where it was evident that coyotes dug under the fence. We then walked from the west ramp to the west property line, crossed over to the northside of the airport, and walked the fence up to the well site. There were numerous places where the fence fabric was above the grade. There were also many spots that the coyotes had dug under the fabric.





On July 15th, Ted received a voicemail message from Tabitha. She said the city hired a contractor based upon a recommendation from the administration at Riverside Municipal Airport. They set traps over the weekend of July 16th. We were told the contractor trapped three coyotes that weekend. They were safely released elsewhere.

There were less reports and evidence of coyote activity at REI after the contractor successfully trapped coyotes. But after 3-4 weeks we started hearing about coyotes on the airport again. Some were reported on the west end of the runway and on the threshold of Rwy 26. We have made the city aware of the recent sightings and per AJ, REI airport supervisor, they are working on getting the trapper out again.

Please be vigilant for coyotes on the field especially during early morning and dusk. That is when they appear to be most active. If they interfere with your aircraft operation, taxi, takeoff roll, or landing, please file a strike report at <https://wildlife.faa.gov/>. If you need help filing a strike report, let us know and we will help. If you do file a report, please let the RAA know as well so we can keep the city informed. It's important for the city to keep FAA AIP grant projects that address this hazard moving forward. The only way our Wiley Coyotes will be kept off our airport is the installation of a proper wildlife fence.

UPS Tests Approaches to SBD Rwy 24

By RAA President Ted Gablin

On August 30th, UPS tested three approaches they are developing to access the freight business at SBD. These approaches included RNAV (GPS) Instrument Approaches to Runways 6 and 24 and a RNAV Visual Approach to Runway 24. The Runway 24 RNAV Approach is an instrument approach that requires special equipment and training because of the terrain near SBD. The Runway 24 RNAV Visual Approach can only be flown in visual conditions with the required equipment. RNAV Visual Approaches are also known as a RVFP (RNAV Visual Flight Procedure). They are in use but not common. According to a FAA official these types of approaches are typically developed by a lead carrier such as UPS and can be shared with other carriers without restriction.


UPS personnel discussed their efforts to develop these approaches at RAA meetings in April 2018, September 2020, and March 2021. UPS was proactive in communicating their plans as the approaches being developed for SBD runway 24 were in close proximity to REI's fixed wing traffic pattern.

UPS personnel were also kind enough to communicate their intention to flight test the approaches in April 2018, June 2019, and this most recent test on August 30, 2022. Why so many tests? Approaches are revised during development. Especially when they are in an area with significant terrain and adjacent to a traffic pattern at an uncontrolled airport (REI). They were also revised to address concerns voiced by Safety Risk Management Panel convened by the FAA's Air Traffic Organization in February 2021. The most recent revisions included changes to the approach (path and altitude) to minimize risks. UPS utilized 767 aircraft to fly all of these tests.

Copied below is a screen shot of the UPS 767 flight path near REI on August 30th copied from Flight Aware.



The first flight test performed was the Rwy 24 RNAV approach which was closest to REI. The 2nd and 3rd approaches are the Rwy 24 RNAV Visual Approach. The flight paths were virtually identical. The UPS pilot was VFR and there was considerable traffic at REI. There were no radio calls to the REI CTAF during the test. The RNAV Visual approach (the second and third test approach) would provide the greatest clearance from most aircraft in the REI traffic pattern. There are still wake turbulence concerns. These concerns could be addressed if these operators inbound to SBD could make a radio call on the REI CTAF when they are inbound. You can view the entire flight path of this test at this link:

[FlightAware](#)  [Flight Tracking Map](#)  [United Parcel Service #9100](#)

Over the last year we have seen heavy jets overflying REI because there has not been a charted approach into Rwy 24 at SBD. It is not illegal for any aircraft to fly through uncontrolled airspace like the REI traffic pattern. But flying through the middle of the traffic pattern at close to pattern altitude and at 175 kts without any radio calls on the REI CTAF creates serious safety concerns for a collision or a wake turbulence accident. A charted approach to SBD Rwy 24 for heavy jet and high-performance aircraft provides a predictable path and is a much safer alternative than the visual approaches or circle to land approaches we have witnessed. If you see a heavy jet operator making an approach similar to the one in the photo below, contact the RAA or our airport supervisor as soon as possible with the aircraft type time and date.



ATN Flight 3521 Directly over REI @ 2400'MSL 9-13-22

The FAA should require operators of heavy jets and high-performance aircraft landing on SBD Rwy 24 and needing approaches outside of class D, use the new Rwy 24 RNAV Visual Approach when its available. We also need the FAA's assistance to get these same operators to make a call on the REI CTAF when they are inbound. The heavy jet traffic going into SBD is not going away. It is important for all to implement solutions that minimize risk of collisions and wake turbulence encounters between SBD and REI traffic.

Redlands Municipal Airport-The Land of Dreams

By Walt & Sherry Ferar



When people look at Redlands Municipal Airport, they see many different things. A fun place to bring the kids for a picnic, a place to go and remember your youth, a place to work on a project or a place to learn to fly. Those of us who spend many hours here call it our second home. Here are a few stories from our "family."

Bob and Lynn O'Connor bought a 1967 Bellanca Viking over 20 years ago. Both of Bob's parents flew and he grew up around Long Beach airport. He looked online and found the plane in Indiana. He flew out there to get it with his son and said he bought it on the performance numbers. After getting the plane, they discovered wood rot in the wings and decided to completely restore the plane. He stepped away from flying for 12 years to raise a family and during that time took 9 years of everyday work after they both came home from work to finish it. At times it became a family project and occasionally friends helped too. Today they own a beautifully restored historic Bellanca Viking.



Mark Weniger started into aviation in 1991 and has over 4000 hours in paragliders. Next, he set his sights on sailplanes and has about 80 hours in those. Then came balloons and he has over 200 balloon time hours. He started looking at the Zenith 750 Cruiser about 5 or 6 years ago and decided to buy the kit. It was a 6 month wait for the kit. He began building March 18, 2021 and finished March 17, 2022. He liked it for the balance of speed and STOL capability. It has an excellent safety rating and Mark chose to install a ballistic parachute. With everything involved it was 850 hours from opening the crate to the first flight.



Longtime friends Bill Cheesman and Barry Neumayer, who already co owned a Grumman Tiger, had a spare engine from a Pitts S-1 they owned. They wanted to use the engine in an RV aircraft. So, they built one. They liked the looks of the RV-8. They bought a partially complete kit almost to the quick build stage. It took about 4 years of off and on work whenever they had time. It currently has about 900 hours. It has Dynon avionics and a Garmin 430. They added inverted oil and fuel and a smoke system for aerobatics. They won first prize at Copperstate Air Show a few years back.



Redlands Aerobatic Cup

By RAA Vice President Phil Ensley

IAC Chapter 26 had a great aerobatic contest over the first weekend of September at our airport despite record-setting heat in Southern California. Volunteers started preparation on Thursday September 1st by trekking into the Santa Ana River wash to set box markers. Most contestants arrived on Friday for registration and practice. Saturday and Sunday were reserved for the competition. There were 21 pilots and 18 different aircraft: They included Pitts S-1's, S-2's, Extras, Edge 540, An MX, two Decathlons, and a French built Robin.



A sudden dust storm shut down flying for an hour on Saturday, then Sunday, after paragliders flew through the aircraft holding area just east of the aerobatic box and across the approach end of the runway, a thunderstorm cell poured rain and hail on all the planes.

All the contestants had a great time flying for the IAC National Judges: Bob Meyer, Cecilia Aragon, Zinnia Kilkenny, Malcolm Pond, and Josh Muncie, with chief judge Michael Church. Contest Director Susan Bell did a great job organizing the contest but needs another 3-day weekend to recover from kangaroo rats, the FAA, and stocking ice chests. There was one unfortunate situation when one contestant did not secure their canopy completely for departure and the canopy opened and broke. A new one will have to be flown in to replace the broken plastic.

Here are the five categories and the winners for the 2-day contest:

Primary:

First Place: Ramy Mattar
(This was his first competition)

Sportsman:

First Place: Robert Haag
Second Place: Joe McMurray
Third Place: Kevin Smith

Intermediate:

First Place: Bret Davenport
Second Place: Michael Coats

Advanced:

First Place: Michael Hartenstine
Second Place: Eric Moore
Third Place: Alex Huey
Medalist: Nick Slabakov

Unlimited:

First Place: Dave Watson
Second Place: Rory Moore
Third Place: Yuichi Takagi
Medalist: Hiroyasu Endo

Thinking Outside the Box Award for Most Outs: Nick Slabakov

Outstanding Volunteer Award: Kevin Smith

(Kevin volunteered to be a boundary judge, in the wash & heat both days when not flying)

Thank you to all those that participated and volunteered. IAC 26 had a great event, and we look forward to them coming back next year. If you are an airport patron, consider helping next year. It is a great outreach to other pilots from all over the country. There is quite a comradery amongst the volunteers and pilots at the end of the weekend that is palpable.

If you are interested in flying aerobatics or interested in how a contest works, visit the International Aerobatic Club (IAC) which is part of the EAA. There is a wealth of knowledge on their website.



THE DIRTY DOZEN

RAA Safety Officer, Larry Rice



Over my business and aviation careers, I have found many similarities. With respect to both careers, I have held many training sessions on teamwork, communication, performance, budgeting, product, and general management.

During that time, I discovered that there is a tremendous number of similarities between family, business, and aviation. I suspect that many if not most of you have heard the phrase “Dirty Dozen.” Some of us, more senior, may have seen the 1967 WWII action movie with that title. If you haven’t seen it, it is an awesome movie. But that is not the “Dirty Dozen” that I am writing about, it is more about a dozen behaviors to avoid.

As you read through these words and explanations please see if you can find a correlation to anything you do as a pilot. I can find one for each and every word or phrase included in the “Dirty Dozen.”

Here are the “Dirty Dozen”:

1. **Lack of Communication** - failure to transmit, receive or provide enough information to complete a task. Never ASSUME!
2. **Complacency** – Overconfidence from repeated experience performing a task
3. **Lack of Knowledge** – Shortage of training, information, and/or ability to successfully perform
4. **Distractions** – Anything that draws your attention away from the task at hand
5. **Lack of Teamwork** – Failure to work together to complete a shared goal
6. **Fatigue** – Physical or mental exhaustion threatening work performance
7. **Lack of Resources** – Not having enough people, equipment, documentation, time, supplies, etc., to complete the task
8. **Pressure** – Real or perceived forces demanding high-level job performance
9. **Lack of Assertiveness** – Failure to speak up or document concerns about instructions, orders, or the actions of others
10. **Stress** – A physical, chemical, or emotional factor that causes physical or mental tension
11. **Lack of Awareness** – Failure to recognize a situation, understand what it is, and perfect the possible results
12. **Norms** – Expected, yet unwritten, rules of behavior

When you find a correlation between the “Dirty Dozen” and flight safety and pilot actions, please take some time to think about your actions and efforts in flying.



Are you Safe? What can you do to be safer in the skies? If you would like to discuss any of these items, please contact me. My email is larryrice2134e@gmail.com We all want safer skies!

Awards, Endorsements & Ratings @ REI



Ryan Provonsha

1st Solo

7/27/22

CFI Zachary Mercado
Learn to Fly LLC, a
NextGen Company

Ryan came in with his dad the beginning of this year for a demo flight to Disneyland and was sold!! Started lessons with us and he is now working towards his commercial!! You are well on your way Ryan. Congratulations!



Vsevolod "Seva" Ossolodkov

1st Solo

8/25/22

CFI Zachary Mercado

Learn to Fly LLC,
a NextGen Company

Seva is 16. He did his first solo with his whole family here to watch and support! He does acrobatics, school and learning how to fly all at once. He is a great kid!
Congratulations Seva!

**Steve Mapes**

1st Solo

8/30/22

CFI Barry Neumayer
Westwind Flying Club

Steve soloed after only 13 hours of instruction. Your PPL is in sight. Way to go Steve!



FIRST SOLO FLIGHT

ZOE L VAN BLARCOM

JUNE 4, 2022

**REDLANDS AIRPORT, CA
FLIGHT INSTRUCTOR (CFI)**

JOHN C VAN BLARCOM II

PIC•COLLAGE

RAA Membership, Dues and Donations

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.

The RAA meets monthly on the 4th Wednesday of the month at 6pm in the public lobby at Redlands Municipal Airport. You may also join or renew at the monthly RAA meetings. 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 has done some impressive work at Redlands Municipal Airport. Your charitable donation to the Redlands Airport Association will support our continued advocacy efforts. You can make a tax-deductible donation through Zelle. Please send your payment to our email address: redlands.airport.association@gmail.com

Or you can mail a check made payable to *Redlands Airport Association* to:

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

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

Tiedowns Available

Shaded during morning hours. Restroom Access.

\$110/Quarter

Redlands Hangar Owner Association

Eric Paul 951-544-7089

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

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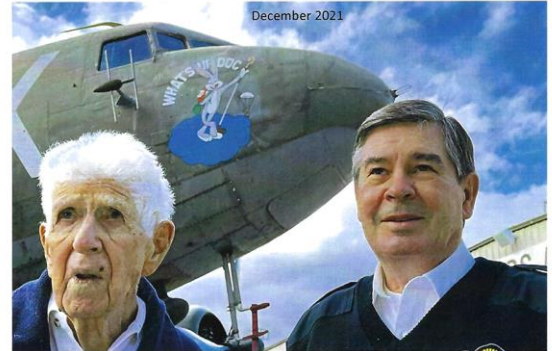
41990 Cook Street Bldg. A Ste 102A

Palm Desert, CA 9221

DR. Mort Gubin

DR. Page*

December 2021



* Active Pilot(CFI/ASME) 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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 Dispatch@FlyRedlands.com
 1745 Sessums Dr Unit 160, Redlands, CA 92374
 34° 5' 2.508" N 117° 8' 23.244" W



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 Redlands, CA 92375
 (909) 794-5642
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1795 Sessums Drive
 Redlands, CA 92374
 KREI | Redlands Airport

t | 951-212-6893
 e | service@grovaero.com
 w | grovaero.com

Redlands Airport Association

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

Redlands.Airport.Association@gmail.com

On the web:

WWW.RAACP.Org



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

It's Your Airport Get Involved!!!!



Upcoming Airport Events

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

October 30th – REI Fly or Treat 4-7pm

December 3rd – Stuff a Plane Toy Drive Event

Important Meetings

The Redlands Airport Association meets on the 4th Wednesday of every month at 6pm in the public lobby at REI.

Redlands City Council meets 1st and 3rd Tuesdays of the month at 6pm. Agendas are posted 72 hours in advance for City Council meetings. Link for agendas and videos of previous meetings: <http://www.cityofredlands.org/cms/one.aspx?pageId=7087893>

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

About Our Organization...

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

REDLANDS MUNI (REI)(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 tlc.
SERVICE: S4 FUEL 100LL OX 1, 2 LST 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 invol arpt. TPA—2503 (929) for fixed wing act, 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 hln 10,500'

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



Not for Navigation