



12-31-22
Volume 9, Issue 4

Redlands Airport Association

Chapter of California Pilots Association

Newsletter



The Mission of the RAA

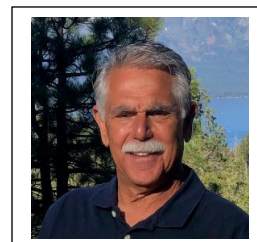
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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

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Observations & Comments

By RAA President Ted Gablin



The holidays are upon us and it's the end of the year. Post pandemic activity at REI is returning to almost normal. Aircraft repair parts cost, availability, and fuel cost are still big dampers to GA activity. But it is refreshing to now have an airport supervisor that works with the airport community. This newsletter highlights some recent events at REI that were fun and brought our airport community together.

I can proudly say the RAA continues to be a vibrant force to promote and sustain REI. Our members continue to conduct and participate in events and activities that support the airport and the community at large. On December 3rd, we once again sponsored our annual "Stuff A Plane Charity Toy Drive" at the airport. Hundreds of toys and a couple thousand in cash were donated to The Salvation Army San Bernardino Corps. These donations support their efforts in our community to help those in need during the holidays. We worked with EAA Chapter 845 on two occasions this year to give local children free airplane rides and time on flight simulators. These activities will stimulate some of these kids to be the next generation of pilots, engineers, maintenance, and aviation support personnel.

We still have serious issues that require our members attention and support. Ensuring REI is not forgotten as SBD ramps up freight and passenger activity is a big item on our list. The other issue concerns the two-year legal battle between Coyote Aviation and the City of Redlands. Coyote Aviation built and paid for all of the improvements on their leasehold. The city's efforts appear to be driven by someone's desire on city staff to acquire those improvements with limited or no compensation to those who built and paid for the facility. The same staff member appears to have convinced the Redlands City Council of the merits of this legal battle.

The city's dispute with Coyote has already had, and will continue to have, a detrimental effect on REI's growth and sustainability. It will be tough to get private investment at the airport again. The city has spent hundreds of thousands of dollars of taxpayer money on the legal battle. I would bet the city staff person that is the architect of this dispute has intentions of paying these legal expenses from the airport enterprise fund.

I am confident in supporting Coyote's legal position. Gil Brown, Coyote's President, has presented a very compelling documentation of the facts. I do believe Coyote Aviation will be successful. We all need to support their efforts to end this legal dispute and to get their lease reinstated. It's the right thing to do!

Airport Updates

Coyote Aviation Ground Lease Dispute

Coyote Aviation had their first court hearing on October 12th. The hearing was held so the judge (Hon. Winston Keh) could decide on the city's objections to the Coyote Aviation complaint. The Coyote complaint alleged that the city originally promised Coyote a 20-year first term, and the lease agreement had the wrong termination date that cut the period short by five months. The complaint also stated the city was aware of the error and that the airport supervisor and his superior guided Coyote principal, Gil Brown, to submit a written request to extend the lease 77 days before the promised 20-year mark.



The judge issued a preliminary ruling on Coyote's complaint against the city. The judge sustained the city's legal arguments and allowed Coyote to amend its initial complaint to meet the required legal standards. On November 4th, the Coyote attorneys filed a new, amended complaint and it was served on the city.

The amendment has a couple of other arguments in it. The original argument was that Coyote Aviation was promised a 20-year lease that they didn't receive because of the wrong date in the lease. A new argument is the use of the word "may," instead of "shall" in regard to Coyote's written notice to the city about extending the lease. The lease section says that Coyote "may" exercise an option to extend the lease by submitting notification in writing 45 days before the (wrong) termination date in the agreement. Coyote argues that because of the use of "may" rather than "shall" or "may only," other methods of notification were not precluded. Because the city knew that Coyote planned to extend the lease before the city-held deadline (through other documentation and discussions with the airport supervisor), Coyote argues that adequate notification, though not in the form of a written request, was given.

Gil anticipates the court action will proceed just as it did prior to the October 12th hearing. The city will file a new demurrer on the Coyote amended complaint. Coyote will file a response and the city will respond to the Coyote response. The parties are scheduled to go back for another hearing on April 10, 2023. Of course, things can happen between now and April 10th.

Gil shared that he sent a FOIA (Freedom of Information Act) request to the city to learn how much they have spent on their legal fees against Coyote Aviation to date. After a long delay, the city responded and sent a list of dates they made payments to their contract attorneys at Best Best and Krieger. The city also redacted the amounts they paid. The response shows 13 payments were made. Gil estimates, based upon his own attorney payment schedule, the city has paid roughly \$300,000 in legal expenses. The city has also paid \$8,000 for the appraisals they have made on the Coyote hangars.

It is not known where the city will draw funds for these legal expenses. Additionally, if the courts rule in favor of the city, it will be up to Coyote to either sell the facility to the city for cents on the dollar or remove the improvements from the property. Gil says that owners are united in saying they would rather demolish the building than take any sort of reimbursement at all from the city.

Many airport tenants have expressed concerns that the city will dump the expenses of the legal dispute on the airport enterprise fund. This potential financial liability could seriously impact future airport maintenance needs and improvement plans.

SBD Traffic Issues

Thanks to a really conscientious FAA FSDO inspector, Nelson Sanches, we haven't heard any recent reports from members about heavy jet freighters going through the REI traffic pattern. That's a good thing and we hope this continues.

The reality is that freight and passenger activity keeps increasing at SBD. Having an approach path to runway 24 is inevitable. Any charted visual approach to SBD runway 24 may require radar and that is why we probably have not seen the RNAV visual approach UPS has developed in use yet. We are hearing the FAA will be conducting another Safety Risk Management Panel to discuss SBD traffic issues. These meetings are held to identify risks and mitigations involved with additional SBD heavy jet activity.

If you see heavy jet aircraft flying through the REI traffic pattern in an unsafe manner, please document the incident on a [NASA ASRS](#) (Aviation Safety Reporting System) form. If you have never completed a NASA ASRS form, please contact the RAA for assistance. In addition to completing the NASA form you should report the incident to the Riverside FSDO. They will probably want to discuss the incident with you. We are asking for some help from all RAA members to do this as there is strength in numbers. Reports or complaints from only one or two people usually do not get much attention.

Mystery Plane Damaged in Botched Landing at REI

On Friday afternoon 11/18, a Cessna 337 Skymaster made a bad landing. It bounced 3 times and landed hard enough to destroy the nose gear. The pilot pulled the nose up so high on one of the bounces that the rudders on both tail booms were damaged from hitting the runway. The pilot said the front engine quit and he had to land at Redlands. The prop blades on that engine were indeed feathered at the 9 and 3 o'clock position. The airplane ended up in the gravel between A2 and A3.



Airport Supervisor AJ was contacted. He was off that day. He promptly issued a NOTAM to close the runway. He also contacted the FSDO. He may have also contacted the Redlands Fire and Police as they did respond to the scene. The pilot was not injured, but surprisingly was arrested after he was interviewed. We are hearing he had a felony conviction, and a warrant was outstanding for his arrest as he had not reported to his parole agent. We also heard from a reliable source that Redlands Police learned the DEA is also involved with this individual. It was also noted that historical flight tracking data on this aircraft was sketchy at best.

The police allowed the plane to be towed off the gravel and High-Performance Helicopter employees pitched in and moved the aircraft to the ramp near Grove Aero Services. AJ reopened the airport as soon as the airplane was cleared from the runway safety area. We are hearing the NTSB was not happy about the airplane being moved before they had an opportunity to investigate the accident.

The pilot left a backpack at the airport which was not seen by the arresting officers. It was taken to Redlands Aviation FBO Principal, Jim Ott, for safekeeping. Jim gave the backpack to the police the next day. The Redlands PD did receive a report from someone on the airport that two individuals were on the airport looking for the backpack the night of the incident. It will be interesting to learn the details associated with this incident if they are made public.

CalPilots “California Zooming” Event Held on October 29th

CalPilots held their annual meeting on October 29th from 9:30 -3:30. This meeting was primarily intended to promote CalPilots membership. The meeting was conducted via Zoom conference, was open to all, and free to attend. Existing and new Cal Pilots members were eligible for some awesome door prizes at the event that were awarded.

Some notable aviation speakers were enlisted by Cal Pilots to conduct webinars during the meeting. All webinars were eligible for FAAST Team WINGS credit.

Here’s a list of the seminars that were conducted and the speakers that presented:

- **More California Flying Oddities** - Mike Jesch.
- **Engaging Your Airport Management for Safety** – Jim Wadleigh.
- **Straight Talk About Aviation Safety** - John and Martha King.
- **Steam to Glass Transition** - Gary Schank.

Calpilots Board members also used the lunch break portion of the California Zooming event to conduct their annual board meeting. If you missed California Zooming and you would like to watch the seminars you can view them at this link:

[CalPilots YouTube Page](#). Once there, you can view all four aviation seminars plus the annual meeting.

The RAA has been a CalPilots chapter since 2015. Since that time Calpilots officers and directors have always been there to provide help and guidance on our airport issues. Unlike AOPA they are a 100% volunteer organization. Please consider supporting Calpilots with a membership or donation. For more information about CalPilots or membership go to [Calpilots.org](#)

Redlands Airport Advisory Board (AAB)

The AAB acts in an advisory role to the Redlands City Council on all things related to the airport. The meetings are a public forum for airport tenants to learn about airport issues and administration. Airport tenants can 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. Members that are Redlands Residents are encouraged to volunteer and apply for board vacancies when they are available.

A vacancy currently exists on the seven-member board. The opening was not posted on the City of Redlands website at press time. 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

Jason Golembeski Jasongolembeski@gmail.com

James Pickens jpickens57@yahoo.com

Nathan Freeman

Vacant

Plane or Treat! A Frightfully Good Time!

By RAA President Ted Gablin

It sounded like an unusual event when it was first proposed by our new airport supervisor, AJ Lawson. Put some planes on static display, decorate them, ask pilots to wear costumes and handout Halloween candy to kids on the lobby ramp. Even more unusual was an employee at the City of Redlands proposed and facilitated an airport event. We just had to do this. This was an event that would get kids and families from the local community to the airport! We also wanted to support our airport supervisor's efforts in that regard. All of these activities are in line with the RAA mission statement.

So, RAA volunteers decorated the lobby with Halloween decorations purchased by the RAA along with a generous donation from AJ. The RAA also bought candy to hand out at the event. AJ advertised the event on social media platforms utilized by the city. The RAA advertised the event too.



AJ invited a couple of vendors and the Redlands Fire and Police Department. Redlands pilots that volunteered put 16 aircraft on display. Some planes and crews seized the moment and decorated their planes or wore costumes. All that volunteered handed out candy and shared a little about their aviation story. Learn to Fly LLC employee's set-up a table and spoke with guests that were interested in learning to fly. This was an aviation event.



By the time the event was scheduled to close it was estimated that 650-700 guests attended the event. Most were families with kids that came to trick or treat in a safe environment. All that participated in the event agreed it was a big success. Many more people attended than expected and as a result most of us ran out of candy.

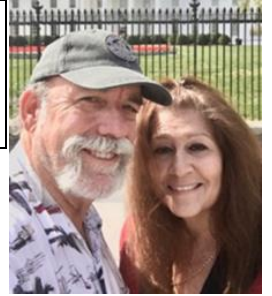


It was great to get so many people to the airport to enjoy Halloween, general aviation, and Redlands Airport. Click on: [Plane or Treat 2022](#) to see more photos of the event.

Thanks to all that volunteered and participated to make this event a huge success. I am sure the **Plane or Treat** will be repeated next year!

FLYKREI, November 2022 Fly-Out to Shoshone

By Walt & Sherry Ferar



The November fly-out was to Shoshone CA (L61). The event went great, and we had a good turnout of pilots fly in. The runway at Shoshone is intimidating to some pilots because of its size 2380' x 30'. Wayne Reed flew his Bonanza Debonair and Bob O'Connor flying his Bellanca Viking, both landed easily with room to spare.



Nine planes flew in for the event, 17 people total. Seven planes from Redlands plus Tony Davis flew in from Hemet, in his 1955 C172 and Troy Le came from Gillespie in his RV-10. The aircraft parking area at Shoshone is for 2 planes on the pavement. When we arrived, there was a C172 tied down, so we got creative and pushed some of our planes into the dirt and staggered the others.

To the local residents it must have looked like a flock of homing pigeons coming to roost. They normally don't see more than one plane a day, a few locals stop by the parking area to see what was going on.





Once we got all the planes parked, we walked into town, 300 yards, to the Crowbar Café. The town is small, about 2 city blocks long.



The town was extremely busy because of the large 1.6 billion Powerball lottery prize for that evening. In Nevada they don't have lottery so many residents drive to Shoshone to play. Sherry had called ahead earlier in the week for our group to arrive at the Crowbar Café, so seating was accommodated. The food and service was excellent, although a little slow but that was expected with our large group, and nobody seemed to mind. After lunch we wandered through the "town" that has an old service station with a lot of antiques and a museum building.



Further down the road we stopped at the Bud and Betty Feldcamp Memorial Park. This memorial was built by a Redlands pilot, Dr. Feldcamp, in honor of his parents. Dr. Feldcamp spent a few of his early years growing up in Shoshone.

We finished exploring in town and headed back to the airport where everyone helped moving the planes one at a time to the runway for startup, so nobody had to start in the dirt and blow dust on the other planes. A few of the pilots circled the airstrip and did flybys for the remaining pilots. The flight over the desert was at 8500' – 10500'. The winds aloft were a quartering 30kts but very little turbulence. The high altitude was flown to avoid the dust storm in the Victorville / Apple Valley area on the way home. Everyone had a great time. If you know someone interested in our fly-outs share our email address so they can be on the mail outs, flykrei@gmail.com. We hope to see you at our next fly-out.



We Did It Again –A Great Toy Drive!

By RAA Secretary Cindy Gablin



I am sure by now you have heard from my many emails and social media posts that we had another great “Stuff a Plane Charity Toy Drive” benefitting The Salvation Army San Bernardino Corps. The Salvation Army has served San Bernardino County since 1887. They support those in need without discrimination. The Salvation Army serves the cities of Big Bear, Blue Jay, Crestline, Lake Arrowhead, other mountain communities, Bloomington, Colton, Grand Terrace, Highland, Rialto, Loma Linda, Yucaipa, Mentone, Redlands, and San Bernardino.

We started the toy drive on November 1st. We had over 20 businesses and organizations either sponsoring a toy collection box or just collecting toys for us. Check out this link so see photos of some of our sponsors. [2022 Stuff a Plane Collection Box Sponsors](#). We want to thank all our sponsors for their great collection efforts.

We concluded our “Stuff a Plane! Charity Toy Drive” at the public lobby of Redlands Municipal Airport on Saturday, December 3rd. On Friday, airport volunteers helped clean up the lobby & patio to get it ready for Saturday. With the help of a sugar high from donuts for the volunteers, we were all set up and ready to go by 9:00 am Saturday.

To help bring the community out to donate toys, EAA Chapter 845 held a Young Eagle event. They too had donuts, along with coffee, and hot chocolate ready & waiting for volunteers and families. Allen Thoe and Wayne Reid set up their flight simulators in the lobby for kids to experience controlling an aircraft while waiting for their actual flight. Five EAA pilots flew 25 extremely excited kids for their first flight in a small aircraft.



The RAA served up a BBQ lunch consisting of burgers, hot dogs, potato salad, chips, cookies, and a drink. Unfortunately, we had a lot of food left over as I think there were too many "free" donuts available. Why buy food when you can get it for free? lol.... In all the years we held burger lunches or pancake breakfasts, this is the first time we didn't at least break even. That's ok, we weren't in it to make money, it was just another incentive for people to come to the airport. I was hoping more people from our airport would come out to bring a toy and support the event by buying lunch.



Frank & Wanda Taylor (friends of Walt & Sherry Ferar) brought their cotton candy machine. It seemed like an awesome idea, unfortunately, few kids/adults partook. We thank them for their efforts and contribution.

Santa (Bob O'Connor) arrived via Russ Clyde's airplane. He visited with the kids, got pictures taken with them and handed out candy canes. I know the kids enjoyed that.



The RAA also hosted a LifeStream blood drive. LifeStream was hoping to get at least 23 donors, but in the end 15 units of blood were collected. LifeStream was still pleased with the outcome as they are desperate for life saving blood, especially at this time of the year. On December 6th, a couple of the donors were already notified their blood was transferred to local hospitals to help patients that needed a transfusion.



Some members of The Salvation Army San Bernardino Corps were on hand to witness all the wonderful toys being delivered and displayed in front of Len Ingalls WWII Fairchild PT-19 aircraft. At the end of the day, we completely filled the box truck The Salvation Army brought, along with cash donations. All of these donations will help The Salvation Army San Bernardino Corps help those in need in our local area have a Merry Christmas.

Besides all the toys, there were some sizable donations as well to The Salvation Army. Some officers of the Redlands Police Officers Association (RPOA) presented them a check for \$500 at the event. High Performance Helicopters also made a large donation as well as Anthony Digati, Russ Clyde, and yours truly. Thank you all!

The Monday after the event, I received an email from Steven Pinckney, Business Administrator of The Salvation Army Southern California Division. He shared we "collected 751 toys, \$2120 in checks/cash, 4 gift cards totaling \$100 and a gaylord full of balls and stocking stuffers". They were totally amazed and greatly appreciative.

So how do these donations get to those in need? Every year, The Salvation Army receives applications for help before Christmas from low-income families. The applications include the number and ages of children in families needing help. The Salvation Army then uses this information to distribute toys and some food in time for Christmas at their San Bernardino Distribution Center. This is one of the larger Salvation Army distribution centers in Southern California.

So where did all the toys and money we collected go you ask? The toys were sent to the distribution center along with toys collected by other organizations, like Yaamava' Resort & Casino at San Manuel. Yaamava' "adopted" entire families from their reservation in need. Volunteers (including many from Yaamava' and the Church of Latter-Day Saints) helped sort the toys based on age groups. They are then bagged and separated based on the family's needs. Cash donated was used to purchase food and gift cards as well.



On December 19th & 20th, families that applied for help were asked to come to the San Bernardino Distribution Center. With the help of an army of volunteers the Salvation Army San Bernardino Corps distributed a bag with toys to those families that applied for assistance. Not only were they given toys, but each family also received a ham and a box of food to make their holidays a little bit nicer.

Ted and I were able to attend and witness this awesome display of giving to some of those families. We were told that all the toys and food this year will support approximately 450 families. In addition, Yaamava' donated \$300,000 to The Salvation Army San Bernardino Corps to help people in need.



On behalf of the RAA and The Salvation Army San Bernardino Corps, I would like to thank all that volunteered their time, equipment, aircraft, contributed toys, and/or cash donations, during our "Stuff a Plane! Charity Toy Drive" this year. You helped make it the best year yet.

I know I always say this, but ***"We couldn't do it without you!!"***

Holiday Dinner Celebration

By RAA Secretary Cindy Gablin

On December 9th, some members of the RAA and EAA Chapter 845 got together for a holiday dinner at Mill Creek Cattle Company in Mentone. Thirty-seven hungry, happy, people arrived to celebrate and enjoy the camaraderie.

The banquet room was all decorated for the holiday, tables set, and our waitress, Sherry, was waiting to take drink orders. We had a pre-selected menu of 5 items to choose from including beef, pork, chicken, fish and pasta, something for everyone. Each dish came with a salad or soup and a side dish, so plenty of food.

Besides our group, another party was celebrating and singing Karaoke in the banquet room, so it got a little loud, but no one seemed to mind. At the end of our dinner, some of our attendees partook in a White Elephant gift exchange. The DJ stopped the Karaoke so we could hear ourselves and even handed me his microphone so I could announce the gifts as they were being opened. Some gifts were funny, some cute, and some nice. It was fun to watch as a bottle of scotch was "stolen" twice, which then froze that gift. Poor Rick Miller, each time he picked out a gift, someone stole it, so he would have to pick, or steal another one. He had his gift stolen at least five times!

I think everyone had a great time at this holiday dinner. For sure, no one went hungry and there were plenty of smiles!



I want to wish everyone a very Merry Christmas/Happy Holiday and a Healthy and Happy New Year!

Improving Safety Through Hindsight, Reactive, and Preventative Techniques

RAA Safety Officer, Larry Rice



As I sat down to write this article, I discovered that I first needed to define safety. I tried but was not able to define safety without going to the dictionary. My dictionary defines safety as: *Safety is the state of being "safe", the condition of being protected from harm or other non-desirable outcomes. Safety can also refer to the control of recognized hazards in order to achieve an acceptable level of risk.*

Well, now with that definition, it seems to me our hobby/industry is well versed in using hindsight and reactive techniques, but behind the curve in using preventative techniques to improve safety.

What is hindsight? After an accident or injury, we may say to ourselves something like “oops we should have done something to not let this happen.” But what?

We could be “reactive” and decide to communicate with a manufacturer, student, friend and suggest “that the accident or injury could have been avoided if you would have only done something different. Ask yourself what could we/you have done to prevent this accident or incident?

Preventative would be we need to be certain the hangar door is open all the way before we pull out our airplane! Sounds easy to do, right? Just look at the hangar door before you move the airplane. Do you? What can you do to be certain your airplane will not be damaged? Checklist, markings on the floor? Believe me hangar doors are not forgiving, they do tremendous damage to airplanes.

How can we be preventative? Well, in aviation we have a great tool. That tool is **NASA Aviation Safety Reporting System (ASRS)**.

What is it?

The NASA ASRS collects, analyzes, and distributes de-identified safety information provided through confidentially submitted reports from frontline aviation personnel. Since its inception in 1976, the ASRS has collected over 900,000 reports and has never breached the identity of the people sharing their information about events or safety issues. From this volume of data, the ASRS has released over 5,500 aviation safety alerts concerning potential hazards and safety concerns.

The problem here at KREI is that we do not use the NASA ASRS to our advantage. Why not? From what I hear, most people at KREI are too busy (no time to do it) or very concerned about reporting a safety issue to NASA. Please think about this...How much time will it take if you have a preventable accident or incident? Reporting to insurance, FAA, NTSB, Police etc... Each of these agencies have their own forms for reporting. Now that could be time consuming! **If you do not have time to file a NASA ASRS report, you will be required to file these reports and consume your time on someone else's time frame.**

It is easy to file a NASA ASRS document. It is done online! Here are the instructions with active links you can use to file a NASA report.

ELECTRONIC REPORT SUBMISSION (ERS)

Securely send any of the five Aviation Safety reports to ASRS via the internet. For information on reporter confidentiality, immunity policy, and other program information please refer to the pages found under [Program Information](#).

To report electronically, select an ASRS Report Form:

- [▶ General Report Form](#)
 - e.g. Pilot, Dispatcher, Ground Ops, & Other
- [▶ ATC Report Form](#)
 - e.g. Air Traffic Controller
- [▶ Maintenance Report Form](#)
 - e.g. Repairman, Mechanic, Inspector
- [▶ Cabin Report Form](#)
 - e.g. Cabin Crew
- [▶ UAS Report Form](#)
 - e.g. UAS Pilot, Visual Observer, & Crew

4 Steps to Report Electronically

1. **Review the ERS (Electronic Report Submission) Frequently Asked Questions (FAQ).** Browser settings and mobile device compatibility details are in the [ERS FAQ](#) and are important to the success of your report submission. Be sure your computer is secure and clear of vulnerabilities (see [Online Security Tips](#)).
2. Click on the button above for the appropriate electronic ASRS form – read the ASRS policy and then click on "Continue to Report."
3. Fill out the form on the computer. To print a copy for your records, you must print it BEFORE clicking Submit. Keep the copy in a secure location. **The NASA ASRS team suggests that you do not save your completed report to a shared (e.g., company) computer.**
4. After you click the Submit button at the bottom of the page, a verification code will appear for your submission. Retain this verification code for future reference. If you do not receive a verification code, refer to the [ERS FAQ](#) to ensure proper settings are enabled. If issue cannot be resolved, contact ASRS by using the contact form on the [Contact Us](#) page, and select "Electronic Report Submission" as your topic.

NOTE: The identification strip at the top of your report will be printed, date stamped and returned to you by U.S. Mail as proof of submission. Forms submitted electronically will be date stamped on the first business day following report transmission. You can expect the return of your identification strip to take a minimum of 14 days.

Security Features

NASA has worked to ensure your report is handled securely. Security features include encryption of your report form during data transmission and storage, and multiple layers of firewalls and security devices. While NASA takes every effort to ensure security, there is potential for vulnerability on the user's end (e.g., spyware, adware, or viruses). For tips on securing your computer prior to report submission please see our [Online Security Tips](#).

ASRS cannot accept reports through e-mail due to security issues. If electronic report submission is unavailable and there is a time issue, you may want to download, print, and mail the reporting form assuring a timely post mark date.

PLEASE TAKE THE TIME AND EFFORT to help improve our KREI community and make it safer for everyone.

If you would like to discuss the NASA ASRS, please contact me. My email is larryrice2134e@gmail.com We all want safer skies!



Awards, Endorsements & Ratings @ REI



Steve Congalton

Private Pilot License

11/14/22

CFI Joe Scarcella

Scarcella Aviation



Congratulations goes out to Steve Congalton for passing his private pilot single engine land check ride. You have earned the right to be proud Steve. You did a great job. DPE Norm Robinson left.

Andrew Cuevas

1st Solo

12/1/22

CFI Barry Neumayer

Westwind Flying Club



Andrew is a 25-year-old med student at Loma Linda University. Congratulations on your first 1st solo! It is a lifetime memorable experience. You are on your way to your Private Pilot License!



Craig Blair

1st Solo

10/27/22

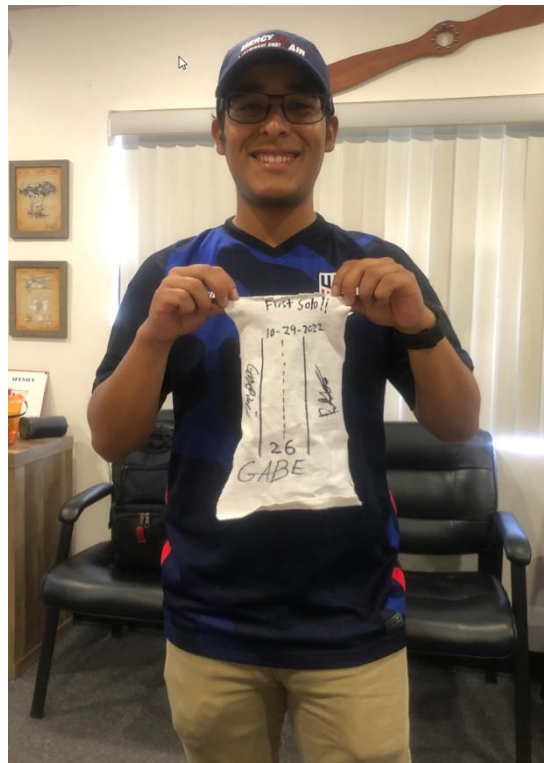
CFI Ronald Gochez
Learn to Fly LLC,
a NextGen Company

Craig is working on earning his Private Pilot License. Congratulations on your first 1st solo! It is a big step.

Gabriel Dimas

11/2/22

CFI Ronald Gochez
Learn to Fly LLC,
a NextGen Company



Gabriel is working towards a commercial rating. Congratulations on your 1st solo. Way to go Gabe!

Arkee Linden

1st Solo

11/4/22

CFI Zachary Mercado
Learn to Fly LLC,
a NextGen Company



Arkee is going for his Private Pilot License. Congratulations on your 1st solo! Great Job Arkee, keep it up!

**Ovie Vincent**

1st Solo

11/4/22

CFI's Zachary Mercado &
Ronald Gochez
Learn to Fly LLC,
a NextGen Company

Ovie is working towards a commercial rating. Congratulations on your 1st solo! Way to go!!



Joel Winn

1st Solo

11/27/22

CFI's Gerry Richards &
Zachary Mercado
Learn to Fly LLC,
a NextGen Company

Joel is working on his commercial rating too. Congratulations on your 1st solo!

Vance Gentry

1st Solo

11/30/22

CFI Gerry Richards
Learn to Fly LLC,
a NextGen Company



Vance is going for his Private Pilot License. Congratulations on your 1st solo!!!

From all of us at NextGen Flight Academy:

Great job guys! Your hard work shows and thank you for picking NextGen Flight Academy to go along with you on this journey...

A Message to CalPilots Members and Chapters



December 1, 2022

Dear Friend of CalPilots:

California Pilots Association has worked tirelessly to protect airports throughout the state, even in the time of Covid-19. Although not an exhaustive list, during 2022, CalPilots have worked with pilots located at Reid Hillview, Ukiah, Delano, San Carlos, Stockton, Riverside, Gross Field, Banning, Oakland's North Field and Bermuda Dunes to address various land use issues and potential runway closures. We have been involved with a large Wind Farm issue in Shasta County. We present at the FAA conferences (when held) regarding the numerous airports subjected to new proposed NOAA regulations controlling airspace, control that should be exclusive to the FAA.

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

CalPilots is asking for your support in this holiday season. Help us protect airports state-wide. By doing so, you'll help protect your ability to visit out of the way locations, even if your home airport is not threatened. Many municipalities have seen Santa Monica's success and seek to duplicate it. We value our pilot and non-pilot members as the people who understand flying is not just for business types in fancy jets.

Please make a tax-deductible donation to CalPilots today! Here is the [LINK](#) to our Donation page for your convenience. Or, of course, you could send a check to CalPilots at the address on the bottom of this letter. We appreciate your participation in our efforts.

Thank you,

Carol Ford
President, CalPilots

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

Wanted

Single or multi engine aircraft with retractable gear for West LA Community College Aviation Technology Department. Aircraft will be used as a teaching aid in the college aviation maintenance program. Aircraft does not need to be airworthy, but engine(s) should run. A purchase or donation will be gladly considered. Please contact Ed Guzman 909-618-6403 eg1bruin@yahoo.com



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 member 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

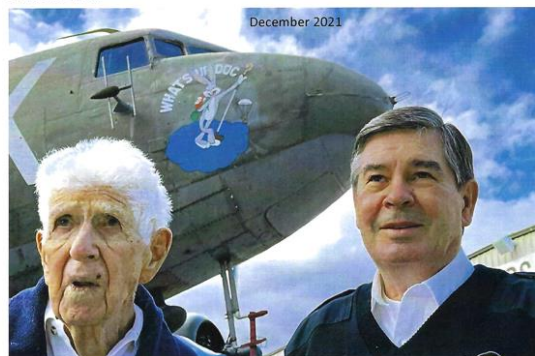
Eisenhower Sleep Center

41990 Cook Street Bldg. A Ste 102A

Palm Desert, CA 9221

DR. Mort Gubin

DR. Page*



* Active Pilot(CFI/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





LEARN TO FLY



833-777-3500
 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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GAS
GROVE AERO SERVICES
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1795 Sessums Drive
 Redlands, CA 92374
 KREI | Redlands Airport

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 e | service@grovesaero.com
 w | grovesaero.com

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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.

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 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 in/ov arpt. TPA — 2503 (929) for fixed wing adft, 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 etc 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