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Redlands Airport Association

Chapter of California Pilots Association

Newsletter

The Mission of the RAA

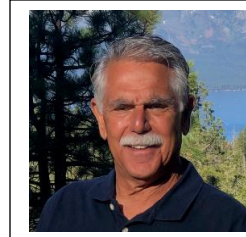
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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

Did you know the Coyote Aviation ground lease dispute with the City of Redlands has been going on for almost 3 years? As this is a considerable amount of time, with many details, it may be good to review the events leading to this growing legal dispute. Irrespective of who wins or loses this legal battle, it will impact our airport. Why? For one reason, the city's legal costs are taxpayer funded.

The ground lease dispute between the parties centers around the date Coyote Aviation informed the city that they wished to exercise their option to extend their 20 year lease another 15 years. The date specified in their ground lease contract is 45 days prior to April 4, 2020. Coyote principal Gil Brown said that the April 4th date in the contract is an error and was supposed to be corrected in 2001. As the Coyote lease actually commenced on September 5th, 2000, the 20-year lease would end on September 5th, 2020. Gil believes the deadline for exercising the option to extend the lease in the contract should have been 45 days prior to September 5, 2020. Gil has shared the contract error was acknowledged directly by Airport Supervisor Bruce Shaffer and Facilities and Community Services Assistant Director Tim Sullivan. Gil shared, Sullivan actually emailed Shaffer on June 23, 2020, stating the contract should be revised to change the termination date to September 5, 2020. Gil worked with Shaffer and Sullivan to facilitate his extension notice in 2020 which they accepted.

After a few months, someone at city hall recognized that an opportunity existed to terminate the Coyote Aviation lease. On March 17, 2021, Redlands gave Coyote Aviation formal notice of lease termination. Coyote was given 30 days to surrender the property in the same or better condition as it existed at the time of approval of the lease, and as specified in the contract, with all of Coyote Aviation's improvements removed from the property. Gil says that documents he obtained using the Freedom of Information Act show that the city had no intent of renegotiating a new land lease. Rather, he says, the city was following a strategy to obtain the bank of hangars, as the city did in 2005 with the small business, Aerodynamics.

After their contract was terminated, there were some attempts made by city officials to get Coyote to sign a new lease, but the lease terms were not acceptable to Coyote principals. Why? The ground lease rates offered were over 7 times higher than their most current ground lease rate. The last offer for a new lease also included a 15-year term with the city assuming ownership of the building at the end of the lease. Factoring in the value

of the improvements at the end of the fifteen-year lease, the “best and final” city offer would raise Coyote’s land-only lease from 40.2¢ per square ft., already 160% more than the average of the other airport leaseholders, to \$7.30 per square foot, over eighteen times what Coyote now pays, and 47.26 times the average of the other lease holders. Gil says the city’s insincere offers show clearly that it wants to *acquire* the hangars, not initiate a new land lease. He points to a January 6, 2021 email from the Director of Facilities and Community Services Chris Boatman to the Airport Supervisor, Bruce Shaffer. In it, Boatman specifically directs Shaffer to develop a spreadsheet showing how much revenue the Coyote hangars will produce for the city.

Chris Boatman has made public statements on many occasions stating rent the city receives from the city hangars is the largest revenue producer at the airport, more than revenue produced by the existing ground leases, and as such, is subsidizing the airport. City officials, including former Mayor Barich, have stated Redlands wants to build more hangars as they realize it will help them generate revenue to grow the airport. Unfortunately, building hangars is expensive and there have not been any funds budgeted by the city for constructing hangars. Given the demand for hangar space, it is unlikely the Coyote hangars will be torn down. With this in mind, it appears the city may be trying to take advantage of legal opportunities to acquire the Coyote hangars as an alternative to building hangars.

What has occurred over the last two years is a growing and extremely expensive legal battle. Attorneys have been hired, parties involved have been served with mountains of documents, court filings have been made, and preliminary hearings have been scheduled. There are two legal cases in process, Coyote Aviation filed a breach of contract complaint against the city, and the city filed an unlawful detainer case against Coyote to evict them.

There have been a total of 5 hearings to date on the dispute. Four this year, so far. On February 2, 2023, the Coyote breach of contract case was heard in the San Bernardino Superior Court. The city had filed a demurrer, asking the judge to dismiss the Coyote complaint because there were no issues that could be addressed in a trial. At the hearing, there were some back-and-forth discussions between the judge and attorneys. In the end, the judge ruled in favor of the city and issued a tentative ruling to dismiss the case. The door on this complaint is not shut. Coyote can still ask the judge to allow a third try to amend their filing, ask him to reconsider, or appeal the ruling after it is officially filed in April.

The city’s unlawful detainer case has gone somewhat better for Coyote Aviation. There have been three hearings associated with this case at the Fontana Superior Court this year: January 3rd, February 3rd, and March 10th. At the January 3rd hearing, the judge stated he had not finished evaluating the legal documents, so he scheduled a second hearing in February.

The second hearing was held on February 3rd. At that hearing the judge had already drafted a tentative ruling supporting the city’s unlawful detainer request. But that tentative ruling didn’t happen after Coyote’s lawyers addressed the judge with their concerns. Once again, the hearing was continued until March 10th to allow both sides time to prepare additional information for the judge to consider. On March 10th, the third hearing was held. Both Coyote’s attorney and an attorney representing a Coyote owner presented some compelling reasons why a summary judgement should not be issued for the city’s unlawful detainer request. The judge appeared to recognize that some of the supporting data the Coyote attorneys presented had a bearing on the case. He allowed all the attorneys to speak without interruption. The judge took copious notes. In the end, the judge did not announce any tentative ruling but committed to provide one before the next hearing scheduled on April 10th for the Coyote breach of contract case.

Another factor that may have played a role in the judge’s actions was the group of 46 Coyote supporters in the court room. The attorney representing a Coyote hangar owner told the judge the attendees were there for a reason. He stated the city’s attempt to evict Coyote aviation from the airport is impactful to many at the airport. Coyote supporters have attended all the hearings. Their show of support may impact the decisions on this case and provides much needed support to Coyote principals with growing legal expenses.

RAA members hope this battle ends soon. Many of us are trying to understand city officials' strategy that justifies spending taxpayer monies to fund this legal dispute. If the city is successful in evicting Coyote Aviation, Coyote will still own the improvements. You can bet the city will not want the building removed from the property as stipulated in Coyote's ground lease contract. They will very likely make a purchase offer of pennies on the dollar. It is worth noting that the city has done two appraisals of the property since the dispute started. The most recent one valued the Coyote building and improvements at \$2.85 million.



Coyote owners say that they would rather demolish the building than accept an offer from the city which validates its strategy to acquire it. It sure seems like the city should have offered to purchase the hangars from Coyote before the dispute began. "Had they done so," says Gil Brown, "we would have sold them to the city far below market value. Sadly, not a single person from the city has ever had a discussion with us."

This legal battle is bad for the airport. The taxpayer money the city has used to fund their legal expenses will eventually be charged to the airport enterprise fund. How much have they spent to date.? No one knows yet. The city won't talk about it either. Imagine that! Gil Brown estimates based upon his own legal costs that the city has spent \$250- \$300k. This money could have been better used to build a wash rack or other needed airport improvements. Going forward it will be difficult, if not impossible, to get a private investor to build anything at the airport. The prospect of losing an investment because an aggressive city official scrutinizing any minor breach of contract for the sole purpose of acquiring someone's asset will scare most developers away. For all these reasons, we hope Coyote Aviation is successful.

I have yet to find any RAA member that does not support Coyote Aviation, so I can say with certainty that the RAA does support Coyote Aviation. We will keep all updated on this important airport issue.



Airport Updates

FAA Conducts a Third Review of the SBD Rwy 24 RNAV Visual Approach

The FAA Air Traffic Organization (ATO) has conducted a third Safety Risk Management Panel (SRMP) to review the proposed SBD Rwy 24 RNAV Visual Approach developed by UPS and Hughes Aerospace. These meetings are intended to identify safety issues associated with the proposed approaches into SBD. The panel was conducted on February 21st through February 23rd and March 15th and 16th via Zoom conference.

The Safety Risk Management Panel (SRMP) is a formal safety engineering process the FAA employs to review airspace and procedural changes. The SRMP is one step of multiple processes being used by the FAA to approve these types of changes. The SRMP panel reviews are not public meetings. The reviews typically include:

- Defining, scope, objectives, and stakeholders
- Identifying hazards
- Analyzing risk
- Assessing risk
- Recommending mitigations to reduce risk.

The first SRMP held to review this approach was in early 2021. Airport Supervisor Bruce Shaffer attended with some support from AAB members Robert Pearce and Jim Pickens. The approach was not approved at that time due to safety concerns. In 2022, they tried it again and the panel was cancelled after many people voiced safety concerns about the proposal. So, the approach was adjusted and a third SRMP review was held. Unfortunately, after 3 full days the review was still not complete. The panel reconvened on March 15th and 16th to complete the review.

Many people are involved in this review. Most are from the FAA. Also in attendance are various stakeholders and representatives including the: National Air Traffic Controllers Association (NATCA), International Pilots Association (IPA), SERCO (US Government Contractor at SBD for the tower), Air Line Pilots Association (ALPA), National Business Aviation Association (NBAA), AOPA, SBD, UPS, and REI. Attendees have preassigned roles that dictate what they are supposed to do in the risk assessment including those that can vote, provide comment, or just listen in. There were as many as 44 attendees participating on the Zoom call.

REI airport supervisor Adarian Lawson, REI Aerobatic Practice Area (APA) waiver holder Tom Jones and RAA President Ted Gablin represented REI. All three functioned as Subject Matter Experts (SME) for REI and were able to provide comments and ask questions of attendees. Additionally, James McClay, AOPA Director of Airspace, participated in the observer role.

A draft report of the SRMP review will be made available to attendees for review and comment in late April. The final review of the approach will be completed by June or July this year.

New REI Gate Card Policy Implemented

On February 1st, Airport Supervisor AJ Lawson announced the implementation of the new REI Airport Gate Policy. The stated purpose of the new policy is to “manage and regulate access to the REI Airport Operational Area (AOA) in order to ensure accountability, safety, and physical security of airport tenants, facilities, runway and taxiway, and aircraft at the REI.” All REI current and new tenants seeking vehicle access to the Redlands Municipal Airport are required to submit the required forms acknowledging and agreeing to comply with this policy within 90 days of the policy’s effective date or prior to issuance of a new or renewal REI gate card. The entire Gate Card Policy can be viewed on our website at this link: [REI Gate Card Policy 2-1-23](#). AJ shared this policy document is a living document and will be subject to revisions to accommodate need. The initial focus for the new policy will be airport businesses and flight clubs.

Hangar Inspections in Progress

On February 13th, airport Supervisor AJ Lawson notified all that he is seeking volunteers for hangar inspections during the month of March. He will conduct these inspections for volunteers every other Friday beginning March 10th. Starting April 1st, the inspections will be scheduled through the FBO's that hold ground leases at REI. These FBO's will notify tenants of the scheduled date for the inspection to be conducted.

Inspections are estimated to take 15 minutes each. Items he shared will be reviewed at these inspections include:

- Hangar tenants lease agreement with FBO.
- Aircraft or hangar insurance.
- Aircraft registration and airworthiness certificate.
- Project aircraft will be inspected every 90 days and demonstrate progress toward airworthiness.
- Businesses will be asked to show their city business license and any required FAA documents necessary for their business.

Redlands Airport Day

Our airport supervisor, AJ Lawson, is once again planning an airport event. He shared that the event will be called *Redlands Airport Day*. No firm date has been announced yet, but it will be sometime in June. If you have a historical aircraft, or an aircraft worthy of display, AJ would like to know in advance so he can determine ramp space required and ultimately which part of the airport he will be using for the event. This event should qualify as one of the displays required for those owners getting an aircraft tax exemption. Please contact AJ directly if you wish to display. His email is alawson@cityofredlands.org. We will share any updates we receive about this event.

AOPA's Transient Parking Initiative



AOPA is promoting an initiative to require airports that receive federal monies to have public transient parking. There are many airports around that have given FBO's such as Signature and Atlantic exclusive rights to handle GA parking. If you want to park your plane at these airports, you need to park on the FBO's ramp and you are subject to their fees. As some of us have experienced, these fees can be exorbitant. Some examples of this exist at some airports we all know. Santa Barbara, Long Beach, Palm Springs, Bullhead City, Reno, and Henderson.

This initiative will require public-use airports to provide access to a transient ramp for parking at a fair and reasonable fee. We will keep all advised on their progress on this important issue.

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 helps 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.

Some activities that have occurred at AAB meetings so far this year include:

- Board members David Raley and Jim Pickens have resigned. At the 2-21-23 Redlands City Council meeting the council approved the appointment of Karl Grove to the AAB to replace David Raley. Karl is the principal of Grove Aero Services (GAS) at REI. A vacancy to replace Jim Pickens was posted in late February and it was announced at the March 21st council meeting that Dennis Nodine was selected to fill the vacancy.
- A review of an ultralight aircraft ordinance regarding take-off and landing on private and city land (other than REI).
- A recommendation to have city staff review a letter from the City of Redlands to the FAA opposing the new UPS SBD Rwy 24 RNAV Visual approach citing safety.

The scheduled March 16 AAB meeting was cancelled because city staff did not get the agenda publicly posted 72 hours prior to the meeting as required by the Brown Act.

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

Karl Grove karl@groveaero.com

Nathan Freeman

Dennis Nodine

RAA Director Wayne Reid Receives a Lifesaving Award

On December 15th, the Redlands Police Department (RPD) held their annual "Welcome Aboard and Awards Ceremony". New RPD employees were introduced, and the department honored current officers, civilian employees, and volunteers for their actions throughout the year. Our very own Officer Wayne Reid received a Lifesaving Award & Medal. Here is the text the RPD published about the incident at the awards ceremony:

Officers were dispatched to a 1-year-old not breathing at a residence on the 1400 block of Claire Avenue. Officer Wayne Reid was first on scene and saw the child was blue in the face and began lifesaving measures. Officer Reid conducted back blows on the child, and the child started breathing on its own. Paramedics arrived on scene and continued to monitor the child who was later transported to Loma Linda University Children's Medical Center.

Thank you, Officer Reid, for your quick response and the effective lifesaving measures you took to save this child. This child has gotten another chance to live as a result of your actions. Way to go!

Thank you to all law enforcement personnel for what you do! That's just not said enough!



Wake Turbulence & the SBD Rwy 24 Visual Approaches

By RAA Director Tony Digati



Ah, wake turbulence - the thing that makes pilots shudder and air traffic controller's cringe! This invisible force of nature can be responsible for some hairy moments in the cockpit, whether you're a rookie pilot just learning the ropes or an experienced captain with thousands of hours under your belt. And I do believe our lovely little Redlands Airport will be experiencing this phenomenon more and more as time marches forward.

So, when you see a giant Amazon or UPS sign in the sky as you are downwind for REI's Rwy 26, best thing I could say is "see and avoid". The worst place to be is below and to either side of the larger aircraft which is EXACTLY where we will be at 2500 feet in our traffic pattern as they cruise by on their new approach at 3300 feet or so.

The good news:

- They should only use this approach when the tailwind on runway 6 at KSBD is greater than 9 knots or so. (Wind at KREI 260 @ 10, **put your glasses on!**)
- It is a visual approach, so shouldn't be used in marginal weather.
- We are hearing the new UPS developed SBD Rwy 24 RNAV Visual approach requires pilots to make a radio call alerting us that they are inbound when they are at least 10 miles out.
- The new RNAV approach is supposed to run a few miles south of KREI as they go east. They turn north a few miles east of our base leg to 26. When they turn west, they should be a few miles to the north at that time.

The bad news:

- Not all of these aircraft may use the new approach, be vigilant for traffic.
- When a 767, 757, Airbus or MD-11 is nearby, you should be 6+ miles away or wait at least 3 minutes before operating any closer in your under 4000lb aircraft.
- You won't be safe if you don't pay attention to the time and distance.
- Wake turbulence travels down, behind and to the sides of the heavy aircraft, plan accordingly.



Be Smart, Be Aware, Be Vigilant!

Always Scan for Traffic

Monitor the REI CTAF for Inbound Traffic

Maintain the Recommended 6 Mile Separation Distance or Wait at Least 3 Minutes.

Redlands Christian Preschoolers Visit REI

By RAA Safety Officer Larry Rice

On Thursday, January 26, 2023, my family, and I invited children from Redlands Christian Preschool to the REI airport lobby and my hangar. As I teach at the San Bernardino Valley College Aeronautics Department, and I have done this before it was a great opportunity to spend time sharing aviation with these really young students.



Over 80 children plus their parents and teachers were in attendance. I believe this visit was a great opportunity that most children will not have unless someone makes the time to share aviation with them.

The students spent some time with coloring and crafts that were focused on airplanes. The part I was most interested in was giving the students and parents some basic instructions on the plane. We talked about safety and what the different color lights indicate. We allowed them to sit in the airplane, look at the instruments, and see how the controls moved different aircraft surfaces. The question-and-answer sessions were very exciting and entertaining to the children, parents, and teachers.

Of course, the weather was not as cooperative as in years past, the wind that day prevented me from having the plane easily accessible and able to watch as I flew the traffic pattern of the airport.

All the activities were geared toward inspiring future generations of pilots. As I explained the lights on the airplane, I challenged each one of the students to look up to the sky and see if they could tell which direction planes were flying. I have been inviting select groups to the airport since 2013.

As in the past, both teachers and parents expressed a desire for these events to continue in the future. I fully expect to

continue providing these field trips to Redlands Municipal Airport for children to learn about aviation. As my role as the safety officer for Redlands Airport Association and as an Aeronautics Professor at SBVC, I truly enjoy these airport visits and the opportunity to talk about safety and aviation education opportunities. Here is a link to photos taken at the event: [1-26-23 Redlands Christian Preschool Kids Visit Redlands Airport](#)

Redlands Municipal Airport is a tremendous asset for the City of Redlands and the surrounding communities. There is a terrific lobby with an outside patio area for eating, snacking and just watching airplanes. **Airplane watching is a great activity to do with children any day of the week!**

Why You Should Always Check NOTAM's

RAA Director Tony Digati



It was a cool crisp day in December 1998. Very much like the days we've been having this year in Redlands. A call came in for a charter from KONT to KTWf (Twin Falls Idaho) a larger group with skis for a week in the snow. Now me being the phone answerer, manager, dispatcher, garbage taker out person and sometimes pilot, I have work to do!



The King Air 200 was the perfect Suburban/Escalade/Excursion of the sky on that day and was explicitly made for this mission! Kevin and I were the flight crew. When the folks showed up, well, they just kept coming. I'm not going to say how many wives, kids and husbands got in that plane, generally to protect the innocent. And then there were the ski's, bags, snacks, toys, and such that conveniently fit in the wing lockers and the baggage areas. Gosh I love a King Air, if the doors close.....it goes, also a very stout airplane as well. I got to spend the flight looking at the airstair door from the belted potty as the main customer wanted the right seat, hmmm, the glory life of a hired pilot!

In typical King Air fashion, the flight was uneventful, quick, safe, and as expected. The Conga line of passengers and stuff made their way off to vacation. "See you guys' Tuesday" was the parting remark.

So instead of going back to Ontario like good boys, no, Kevin comes up with the idea to go to Weiser (S87) to pick up Angie. Now Angie (my wife), was visiting her parents for Christmas and was coming home on Southwest the following morning. I called her, told her what was going on and away we went. It was about a 30 min flight or so to S87 to pick up Angie. We then bring her home like the Queen of Chino in the King Air. Kevin and I would be heroes! You married guys can relate.

In those days, you had to call the FSS guy on the phone to file a flight plan and get weather. It was my leg, so IFR, KTWf to S87 and a weather briefing coming up! The weather was basically good, overcast in Twin Falls and clearing in Weiser, it had just stopped snowing about an hour earlier. For some unknown reason, I asked about NOTAMS. He says, "let me check...nope nothing KTWf or S87". Now I don't usually ask about NOTAMS, I normally wait for volunteered information. This time I asked (this is of KEY importance), why, I have no clue, but I did.

So, another beautiful flight, cold, crisp, on top we could see 200 miles. It was about dusk, 10 miles out from Weiser, the airport was in sight. We'll go ahead and cancel IFR and make a left downwind for runway 12. Perfect. We turned the runway lights on, and it was just gorgeous, all those lights sticking out from the snow. On downwind, we briefed a snow on the runway landing, and all was good. 200 ft short final, all looked just perfect. Touchdown, reverse thrust all is great until about 40-50 knots on rollout and then **wham!** The plane makes a left turn off the runway heading for the above ground fuel tank. The nose gear collapsed, and the nose and engines hit the ground. Now without going into detail a Pratt & Whitney PT-6 turboprop is an indirect drive engine, so actually AIR drives the propeller (unlike a direct drive Garrett), bottom line the engines were running without the props turning, a sound I never want to hear again as we slid directly toward the above ground fuel tank. God smiled on the stupid that day, and we stopped about 75 feet from the fuel tank (seemed like 10 feet at the time).

"What the heck just happened" Kevin says, I say, "Hey can we just go around and do this again?" Then we both say, "let's get out of this thing before it catches on fire!" Now an airstair door at the rear of the cabin is a wonderful thing for passengers, but with the nose on the ground, it's now about 12 feet in the air and the stairs needless to say don't

reach! A little acrobatics, and we were both safely on the ground looking at our beloved airplane sitting there with the nose on the ground. This airport is in the middle of nowhere, unattended, cold and dark. After calling the family, we called the cops. They came but weren't much help. They did notify the FAA. We called our insurance company and basically, we were told to come back in the morning. At least the airplane wasn't blocking anything. We went to bed that night still having no idea what had happened.

As you can imagine, after talking about it most of the night with everyone, we were anxious to get to the airport. We piled in Mom's van and went to the airport about 6:45 am. When we get there, we find a huge Caterpillar Motor Grader poised at the end of Runway 30. You got to remember this is a very small town, Angie's sister Lisa, who was with us that morning, knew the guy driving the Motor Grader and stopped him from proceeding. He was ordered to plow that runway before 8 am, when the NTSB were arriving! Wait a minute, what's going on???



It comes to find out that, the airport manager, fueler, fireman, horse trainer and all around what a guy.....let's call him Larry. Larry decided that only little planes come to Weiser and therefore he only had to plow HALF the runway lengthwise, as he was late to feed the horses and then he had a Christmas party to go to. He decided to plow the right side as looking down runway 12. As he turned off the runway with the snowplow, to the left at pretty much the other side of the parking area, where the fuel tank was, he made the perfect berm out of snow, kind of like a slot car track to the left! After he was done doing the magnificent job of plowing, he was out of there to deal with the aforementioned horses and party.

Enter the King Air 200. Since Larry did his work, it snowed again, not much, but enough to make the runway look white and unplowed and completely disguised the half-plowed runway and berm. On short final we saw a white runway with runway lights bordering the sides. An uneventful touchdown. Just coming out of reverse, I must have drifted enough to the left that the left main landing gear struck the berm and then the plane veered sharply to the left folding the nosewheel and crashing to the ground!

The NTSB guy, who was very nice, was interviewing us and Larry. He interviews us first; we tell him what we knew. He then talks to Larry. After hearing his story, he has one question. "Larry, too bad you were in a hurry, but being the Airport Manager, why didn't you just issue a NOTAM and close the runway?" Larry promptly replied, "What's a NOTAM?" Mr. NTSB put his arm around me and Kevin and said, "You guys can go home now." Why I checked the NOTAM that previous day is beyond me but saved our butts!

We all three flew home Southwest that day, thwarting the plans of the two "big shots." We never heard from any authorities ever again. We did get a nice check from the city for the plane. The King Air interestingly enough went on to a second life herself, with supposed "no damage history." A story for another day.

I always wanted to be in Flying magazine, well I made it, this story is in "On the Record" Flying Magazine, December 2001 issue, page 78.



Managing the Unexpected

RAA Safety Officer, Larry Rice



Produced by *FAA Safety Briefing*

Download at 1.usa.gov/SPANS

Fatal general aviation accidents often result from inappropriate responses to unexpected events. Humans are subject to a “startle response” when they are faced with unexpected emergency situations and may delay action or initiate inappropriate action in response to the emergency. Training and preparation can reduce startle response time and promote more effective and timely responses to emergencies.

Don’t Get Caught by Surprise

Loss of aircraft control is a common factor in accidents that would have been survivable if control had been maintained throughout the emergency. In some cases, pilot skill and knowledge have not been sufficiently developed to prepare for the emergency, but in others it would seem that an initial inappropriate reaction began a chain of events that led to disaster.

Some examples of unexpected events during flight that could crop up and cause an emergency (or an accident if it is not managed properly) include:

- Partial/full loss of power on takeoff
- Landing gear extension/retraction failure
- Bird strike
- Cabin door opening
- Control problem/failure

In many cases, pilots don’t revisit and practice how they will handle these and many other abnormal and emergency situations, except during flight reviews or other recurrent training, *if then!*

Chair Flying

These unexpected events also often occur while close to the ground, leaving little to no time to think, let alone use a checklist. Your chances of a safe outcome are greatly improved if your response to an unexpected event is planned out ahead of time. Try practicing in your head what you would immediately do should a certain event take you by surprise. Better yet, after visualizing the onset of a problem, say out loud what you will do and then reach out and touch the control or instrument you just mentioned. Mental drills like this in a non-stressful environment (like your favorite chair at home!) will help you develop a pre-planned course of action and test your mastery of your abnormal and emergency checklists. Of course, for added realism, you can also try these same exercises while sitting in your airplane. And if you’re ready to test out your new and/or revised procedures, consider getting together with a CFI and practice them on a training flight. If you sign up for the WINGS proficiency program, you can even have those hours count towards a WINGS level.



Simulate to Stimulate

Flight simulation is another great tool for planning and preparing yourself to handle unexpected events. Today’s flight training devices for general aviation offer a tremendous range of possibilities. With the assistance of a qualified

instructor, you can experience an engine failure after takeoff, or practice your reaction to a primary or multi-function flight display failure. Your instructor can also give you practice with electrical failures, control-system failures, and more.

Flight simulation software on your home computer or personal electronic device can also help you practice handling a variety of malfunctions and failures. Some of these programs will let you set up random failures during a flight and let you experience them as you would in real-world flying.

One of the biggest benefits of such practice is the ability to experience both sudden and subtle failures, become familiar with their early indications, and practice overcoming the natural human tendency toward denial (“this can’t be happening to me”) and rationalization (“it’s probably just a gauge problem”).

The Right Stuff

As any test pilot could tell you, the discipline of planning for both positive and adverse outcomes is one of the most essential elements in the mysterious mix that makes up the “right stuff” to be a pilot. For a good pilot, that right stuff includes solid training, regular practice, and the discipline to strive for proficiency and perfection on every flight. It includes understanding your aircraft’s systems — how they work, how they fail, and how those failures could affect other systems or controls.

The right stuff also includes mastery of single pilot crew resource management (CRM). A pilot with good CRM skills is one who has strong situational awareness of the aircraft and its flight path, and also the range of resources (e.g., air traffic control) that can assist. Finally, the right stuff includes planning which can make all the difference when encountering an unexpected event.

Resources

FAA Safety Briefing — “When the Best Made Plans Go Awry,” November/December 2010
www.faa.gov/news/safety_briefing/2010/media/NovDec2010.pdf

FAA Safety Briefing — “Between a Rock and Hard Spot—Handling a Partial-Power Takeoff,” November/December 2010
www.faa.gov/news/safety_briefing/2010/media/NovDec2010.pdf

FAA Safety Briefing — “When the Lights Go Out—What You Should Know About Aircraft Electrical Systems,” November/December 2010
www.faa.gov/news/safety_briefing/2010/media/NovDec2010.pdf

FAA Risk Management Handbook (FAA-H-8082-3), Chapter 6, Single Pilot Resource Management
www.faa.gov/regulations_policies/handbooks_manuals/aviation/risk_management_handbook/



General Aviation Safety Enhancement Topics

Awards, Endorsements & Ratings @ REI



Jacob Hammond

Private Pilot License

12/9/22

CFI Cory Barnett

Learn to Fly LLC,
a NextGen Company

Congrats to Jacob Hammond on passing his PPL Checkride on 12-9-22. Now he gets to fly his family to all the cool places. Great job!

Robert La Chausse

IFR Rating

1/12/23

CFI Barry Neumayer

DPE Tony Gadis

Westwind Flying Club





Seth Medlin

1st Solo!

1/20/23

CFI Ronald Gochez

Learn to Fly LLC,
a NextGen Company

Congrats to Seth Medlin on doing his first solo on 1-20-23! Seth plans on going all the way to commercial. Keep up the hard work!

Max Petite

1st Solo!

02/18/23

CFI Joe Scarcella

Scarcella Aviation

Congratulations 🎉🎊🎈 goes out to 16-year-old Max Petite for his first solo in the BE 77 Skipper at Redlands (REI). Very well-done Max. You are on your way!



Albert Torres

Private Pilot License
2/21/23
CFI Barry Neumayer
DPE Tom Guthrie
Westwind Flying Club



Devin Baze

Commercial Pilot
Certificate
2/21/23
CFI Matthew Peck
Learn to Fly LLC,
a NextGen Company

Congrats to our newest
Commercial Pilot Devin
Baze! Been working very
hard to get this done.
Great job!



Ting Chen

1st Solo!

3/3/23

CFI Ronald Gochez

Learn to Fly LLC,
a NextGen Company

Woo Hoo! Ting Chen did his first solo on 3-3-23!! He's been so ready to do this, and he knocked it out of the park! He's been working with CFI Ronald Gochez, and they've made a great team!

Jose Gonzalez

Private Pilot License

3/5/23

CFI Ronald Gochez

Learn to Fly LLC,
a NextGen Company

Congratulations to Jose Gonzalez he passed his PPL Checkride on 3-5-23. He's been working really hard with Ronald Gochez to get it done. Way to go!



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!



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

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](#)



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



<https://pilots.radicaledge.net>

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Dispatch@FlyRedlands.com

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34° 5' 2.508" N 117° 8' 23.244" W



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Takashi Nishimura 909-771-4211

westwindflyingclub@gmail.com

www.westwindflyingclub.com



Redlands Aviation

P. O. Box 9641

Redlands, CA 92375

(909) 794-5642

FAX (909) 389-7083

Redlands Hangar Owners Association

Hangar & Tiedown Rental

951-544-7089

Coyote Aviation

Hangar Rental

909-794-9579

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
Tony Digati	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.

Redlands Airport Day – June, Date TBD

Important Meetings

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

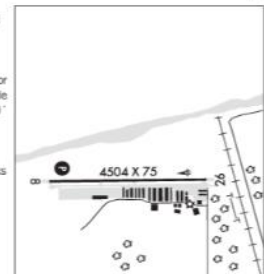
Redlands City Council meets 1st and 3rd Tuesdays of the month at 6pm. Agendas are posted 72 hours in advance for City Council meetings. Link for agendas and videos of previous meetings: <http://www.cityofredlands.org/cms/one.aspx?pageId=7087893>

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' E TPA—See Remarks NOTAM FILE RAL
RWY 08-26: H4504X75 (ASPH) S-12.5 MIRL 2.3% up E
RWY 08: REIL PAPI(P213)—CA 3.0° TCH 40'. Fence.
RWY 26: REIL Trees, Rgt tlc.
SERVICE: S4 FUEL 100LL OK 1, 2 1ST 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 (925) for fixed wing adt, 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/RUNICOM 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 (R) (R) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°21.80' 047°21.6 NM to fld. 1432/15E.
TACAN AZIMUTH unusable:
130°-145° byd 25 NM bto 5,000'
145°-190° bto 8,000'
190°-230° bto 10,000'
310°-325° byd 35 NM bto 10,900'
325°-345° byd 25 NM bto 11,500'
345°-360° byd 35 NM bto 10,500'
VOR unusable:
010°-015° byd 20 NM bto 10,000'
130°-145° byd 25 NM bto 5,000'
145°-190° bto 8,000'
190°-230° byd 25 NM bto 10,000'
145°-190° byd 39 NM bto 13,500'
190°-230° bto 10,000'
310°-325° byd 35 NM bto 10,900'
325°-345° byd 25 NM bto 11,500'
345°-360° byd 35 NM bto 10,500'



Not for Navigation