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Volume 10, Issue 3

Redlands Airport Association

Chapter of California Pilots Association

Newsletter

The Mission of the RAA

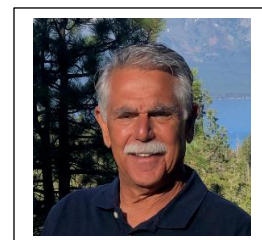
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about 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 summer flying season is over and cooler weather is upon us. It's a great time for airport events! The cool weather started early too. It made the Labor Day Redlands Aerobatic Competition much more comfortable as compared to the over 100-degree heat that impacted this annual event in 2021 and 2022. Unfortunately, with the cool moist air came low clouds and rain that had an impact on the event. But IAC Chapter 26 prevailed and they did complete the contest. You can read about this event on page 9.

We will have a FAASTeam seminar on October 26th at REI. The title of the seminar is "SBD Tower Controller Forum". Mike Bunch, the SBD Tower Manager, will be the speaker at the seminar. He will be discussing general aviation (GA) operations in and out of SBD, and the challenges of integrating GA traffic with the growing air freight and airline traffic. Also discussed will be the nearby proximity of GA traffic at REI. Mike will undoubtedly get into the challenges SBD tower controllers have operating without the benefit of a radar display in the tower. The seminar will allow attendees opportunity to ask questions. Hopefully this seminar will raise awareness of just how busy our airspace has become which should help raise awareness of the importance of "see and avoid".

Other events scheduled include the Plane or Treat Halloween event on October 29th, our Stuff a Plane Toy Drive on December 2nd, and our Holiday Party on December 15th at Millcreek restaurant. You can read about all these events in this newsletter. We hope some of you will volunteer to help at these events. It's really tough getting volunteers these days. It's impossible to hold airport events without volunteers. If you can't volunteer, at least participate. We have a great airport community, and these events are great way to get together as a group to have fun and meet some new friends. All of these events are for a good cause too!

Finally, I want to share my congratulations to the 12 students that soloed or earned a private pilot license this quarter that are recognized in this newsletter. A big shout out to their instructors too. They are all veteran instructors that worked very hard to get their students to the finish line. Thank you all for your hard work. We are training many new students at REI. It's good business for the flight schools, instructors, aircraft owners and mechanics. The activity also generates fuel sales too. All of this is great for our airport.

We hope you take a few minutes to read our newsletter. It's a great way to get caught up on what has happened at REI and what you can look forward to. Fly safe!

Airport Updates

SBD /REI Traffic Issue Update

There are approximately 12 arrivals and 12 departures daily of transport category jet aircraft operating out of SBD daily. The FAA has recognized this activity will drive changes in procedures to integrate this additional traffic into the airspace surrounding SBD.

On July 3rd the FAA issued [Order 8900.663](#) that adds SBD to the Special Pilot in Command (PIC) Qualification Airports list. This applies to all part 121 operators using SBD. Part 121 operators are US airlines, regional air carriers, and cargo operators. This order mandates these operators to require their PIC to receive training on how to navigate to the airport with consideration of airspace and mountainous terrain. No one can serve as a PIC unless they have had this training in the previous 12 months. You can read about the training requirements in [CFR Title 14 121.445](#). This training should raise the visibility of the potential traffic conflicts when these carriers departing or arriving at SBD are operating in the vicinity of REI.

At a recent monthly meeting of the Southern California Airspace Users Working Group, Rex MacLean, Western Service Center Manager for the FAA shared the FAA is close to finalizing draft modifications to the SBD Class D airspace. Airspace class changes have to go through the rule making process as they are law. There will eventually be a Notice of Proposed Rule Making and an opportunity for public comment. There will also be another Safety Risk Management Panel convened to review the proposed changes. He said REI will be represented. Rex also commented on the FAA Safety Risk Assessment of the UPS SBD Runway 24 RNAV approach. He says the release of the report is imminent.

Congressman Pete Aguilar includes the cities of San Bernardino and a portion of Redlands. His office has been helpful in trying to get SBD tower controllers a Certified Tower Radar Display. The lack of a radar display in the SBD tower hampers the ability of tower controllers to advise aircraft operating into or out of SBD of potential traffic conflicts. Elise Sugarman, Congressman Aguilar's legislative Director, has been heavily involved in this effort. She shared the 2024 Transportation, Housing and Urban Development (THUD) report that was published on July 16th. The THUD report is referenced by those voting on appropriations bills, including the FAA Reauthorization Bill. It now includes this requirement:

"Contract tower radar display systems. —The Committee is concerned that the FAA is currently not installing certified radar display systems in its contract towers. The lack of radar display systems at FAA-certified towers creates congestion and inefficiencies at airports that handle large jet traffic in the region without the equipment to avoid air traffic conflicts. The Committee requests a briefing, within 180 days of enactment of this Act, on the FAA's plans to put Certified Tower Radar Displays in FAA contracts towers. The briefing should also include information on how the agency will urgently address and prioritize the deployment of any off-the-shelf equipment that is available to provide visibility of traffic to tower controllers in the FAA's contract tower program."

On July 18th, REI pilots Ken Laymon, Earl Schofield, Larry Rice, Phil Ensley, Cindy & Ted Gablin met with Steve Bunch, manager of the SBD FAA Contract Tower. The main purpose of the meeting was to open communication between REI users and SBD air traffic controllers to see how we can best help each other with air traffic issues. The meeting was very informal and informational. One of the recommendations was to hold a FAA Safety Team (FAAST) Seminar to discuss the airspace issues around SBD. Arrangements have been made to have an SBD Tower Controller Forum FAAST seminar in the REI lobby on October 26th at 6 pm. Attendance will be limited to 75. We will share the FAASTeam invitation with our members when it is published.

REI Grant Project Update - Runway & West Apron Paving Project Delayed Until 2024

On June 13th, the City of Redlands put a project out to bid to crack seal and slurry coat the runway and the west ramp. The scope of the project consists of removal of the existing markings, removal of weeds, crack sealing/filling of runway 8-26 and the west apron, asphalt seal coating of runway 8-26, asphalt slurry sealing (Type II) of the west apron, and pavement re-markings for both the runway and west apron. The project was estimated by city staff to cost \$412,167. Planned funding was 90% by FAA AIP entitlement grants, 5% by a CalTrans matching grant and 5% by the City of Redlands. A portion of the FAA entitlement grant (\$66,915) was transferred to the City of Redlands from the City of Banning. On July 20th, the city received two bids for the project. The lowest bid was \$785,585.00. This was significantly greater than the estimate and in excess of the FAA AIP entitlement grants the city has accrued to date. So, the bid was rejected.

Airport Supervisor AJ shared the FAA budget cycle begins in October. This would entitle the city to an additional entitlement grant. City staff has reported to city council the project will be rebid in January 2024. At that time, there should be adequate grant funding to complete the project. 2024 should be a busy year for grant projects at REI. According to Airport Supervisor AJ Lawson, projects for wash rack design and engineering and helicopter parking design for the west ramp will also be added to the 2024 airport project list. Additionally, construction of a wildlife fence will begin in 2026 based upon recommendations being made in the current wildlife hazard management plan that is currently being developed. The fence is estimated to cost \$2.1 million. Wash rack construction has been forecast to begin in 2026.

We will try to keep all advised on the planned pavement project. This work will impact runway and west ramp access at certain times and days. Information on any necessary airport operational interruptions will be communicated by Airport Supervisor, AJ Lawson. He stated he would provide a minimum of two weeks' notice of any interruptions.

Goodbye Aero Tech Academy

Nobu Euzeka, the principal of AeroTech Academy, has sold the business. SoCal Aviation Inc., a flight school, will be leasing the building. The new principal is named Suhail. They are currently based at Chino airport. Here is a link to their website: <https://socalaviationinc.com/> We are not sure if this will be a second location for them or if they are simply relocating from Chino. We look forward to meeting Suhail!

Welcome Breakfast Event for CAP Cadet Squadron 411 Held on July 15

A welcome breakfast for CAP Cadet Squadron 411 was organized by airport supervisor AJ on Saturday July 15th. CAP cadets presented the colors at the ceremony and a city employee volunteered to sing the national anthem. A really good food vendor, Dawgs for Dogs, was there too. It was a very nice welcome for these cadets.



CAP Cadet Squadron 411 was formerly based at SBD and recently relocated to REI. The CAP is an auxiliary of the US Air Force. There are three types of CAP Squadrons, Senior, Composite, and Cadet. They all contribute to the core Civil Air Patrol missions: Aerospace Education, the Cadet Program, and Emergency Services. The Redlands Squadron is a Cadet Squadron.



CAP cadet Squadron 411 is looking to grow. If you know any young people between the ages of 12 & 21 that might be interested in joining the CAP, please let them know. If you wish to learn more about the CAP Cadet Squadron 411 and how to join, here is a link to their website: [CAP Redlands Cadet Squadron 411](https://www.cap411.com). They meet at Redlands Municipal Airport every Thursday from 6:30- 9:00 pm.

Plane or Treat Halloween Event to be Held on October 29th

The City of Redlands, with the assistance of the RAA will be holding this event again this year at the REI public lobby on Sunday, October 29th from 4-7 pm. This is a family event designed to be an alternative to trick or treating. Guests and pilots displaying aircraft are encouraged to dress up in Halloween costumes. There will be treats for the kids and food vendors on site.

Pilots are encouraged to display their planes and hand out candy to trick or treaters. Those wishing to display their aircraft need to contact AJ with the type of aircraft and the wingspan by September 29th so he can finalize the layout. He will need to know your aircraft type and wingspan.

This event was a big hit last year with an estimated 700 guests attending from the local community. This year the goal will be 1000 guests. What a great way to get the community to the airport!



Plane or Treat

October 29th 2023 4-7pm



Redlands Airport Public Lobby
1745 Sessums Drive Redlands

An Aviation Themed Halloween Event For the Family
 An Alternative to Trick or Treating
 Dress-Up in your Best Costume
 Treats Provided - Free Admission!

RAA Holiday Party to be Held on December 15th

We will be having a holiday party at Millcreek Restaurant again this year. It will be on Friday December 15th at 6:30 pm. Attendees will be able to order from a special menu that has beef, chicken, fish, pork, and pasta (with a vegetarian choice). Dinners are \$14.95 to \$21.95 plus tip and drinks. We will probably have a white elephant exchange again too. It's a nice event and we had a blast last year. Please save the date and time. We will be taking reservations in mid-November.

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.

Some activities performed by the AAB since June this year include:

- June 15th meeting, RAA Secretary, Cindy Gablin, made a presentation on the 2023 Stuff a Plane Charity Toy Drive. The board recommended the city council approve the event.
- July 20th meeting, the board discussed the election of officers for 2023/2024. Jason Golembeski was elected chair and Thomas Cook was elected as Vice-Chair. The board discussed the Coyote Aviation dispute. Because the Coyote Aviation discussion was not on the agenda, the board was instructed by city staff to stop the discussion. Board member Cook requested an agenda item for reviewing the Coyote Aviation dispute for the August meeting.
- August 17th meeting, new board member Gazal attends his first meeting. The Coyote Aviation discussion was not put on the agenda. There were 50-60 Coyote Aviation supporters at this meeting because of the rumored Coyote agenda item. The city's action to omit the agenda item did not deter eleven citizens from making public comments in favor of Coyote Aviation. Board member Cook praised the citizens who attended the meeting. He also shared his own views supporting Coyote Aviation and criticizing the city's actions.

The AAB consists of 7 members. Members that are Redlands residents are encouraged to volunteer and apply for board vacancies when they are available. 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@grovaero.com
Dennis Nodine dennis.nodine@gmail.com
Johnny Ghazal ghazalengineering@gmail.com

The Latest on the Coyote Aviation Dispute

RAA President Ted Gablin



The City of Redlands versus Coyote Aviation lease dispute is still ongoing. After two court cases ended with rulings that were favorable to the city, Coyote Aviation filed appeals in both. Unfortunately, in three years there have not been any direct dialogues between the parties.

Coyote principal Gil Brown says he has tried many times to reach a resolution on the lease extension. He has email evidence of nineteen refused or ignored attempts to engage with the city between December 5, 2019, and March 17, 2021, when the land lease was terminated unanimously by Redlands City Council. Between March 16, 2021, and July 17, 2023, documents show Coyote made seventeen more attempts to resolve the dispute with the city, including three counteroffers and an offer to participate in mediation under terms set by the City of Redlands.

At the July 20th meeting of the Redlands Airport Advisory Board, a lively discussion of Coyote Aviation took place. Citing the Brown Act, a city staffer directed that the topic be placed on the next meeting's agenda, to occur on August 17. Approximately 65 supporters attended that meeting, expecting to hear that after examining the hard evidence, the board supported Coyote Aviation's position and recommended fairness by the city in the treatment of the small business. However, just days before that meeting, the city removed Coyote Aviation as an agenda topic.

Why? The Redlands Director of Facilities and Community Services explained in an August 11 email to AAB members:

- Litigation matters that are the subject of closed session discussions are within the exclusive jurisdiction of the City Council.
- The AAB's jurisdiction is advisory in nature and limited to the administration, operation, development, improvement, and maintenance of the airport.
- The AAB's duties do not include advice on litigation matters involving the Airport.
- Discussing litigation matters in open session could create legal issues for the city and its constituents and interfere with execution of any order issued by the court.

The lack of a Coyote Aviation agenda item did not deter the crowd of supporters in attendance. During the public comment section of the meeting, eleven passionate citizens spoke in support of Coyote Aviation and criticized the city's efforts to evict Coyote's tenants to acquire the improvements.



During the meeting, most of the board members were silent about the dispute. Why? A board member shared that all members received a letter from the city attorney minutes prior to the meeting. The letter threatened civil or criminal consequences to any member who spoke about Coyote Aviation. The city attorney contended it is a violation of the Brown Act to discuss anything not on the agenda because the public has not been forewarned of its inclusion, and therefore the public could not provide input on any potential decisions made by the AAB. Having removed the topic from the night's agenda, and after two letters of reprimand to board members, it was clear the city did not want the Airport Advisory Board discussing Coyote Aviation in public.

Following community comments and toward the end of the lengthy meeting, Board member Thomas Cook contributed his thoughts about the negative implications of the dispute. He shared the city's actions towards Coyote Aviation will deter any future private business investment at the airport. He also shared that he believed the city never had any intention to negotiate a new land lease with Coyote, that it was opportunistically trying to take the Coyote hangars. He cited specific email communication between city staff employees Chris Boatman and Airport Supervisor Carl Shaffer. The email from Boatman asked Shaffer for an estimate of revenue that could be generated in a year for the city from the Coyote hangars. The email (copy below) was generated two months prior to the council taking unanimous action to terminate the Coyote Aviation lease.

Board member Cook shared his belief that the primary motivation for the dispute is for the city to acquire the Coyote hangars. He also discussed how Coyote Aviation documented more than 30 attempts to discuss the dispute with the city council without being granted any consideration.

From: [Christopher Boatman](#)
To: [Carl Bruce Shaffer](#); [Tim Sullivan](#)
Cc: [Sara White](#)
Subject: Fwd: Coyote Aviation Land Lease
Date: Wednesday, January 06, 2021 9:25:54 AM
Attachments: [image001.jpg](#)
[image001.jpg](#)

Bruce- In addition to the list below I also need you to send me your estimate of how much revenue that we can realistically generate per year with the Coyote Hangars. A spreadsheets breaking it down by hangar would be helpful. I would like this by the end of the week please. Sorry about the tight timelines but I'm working to have a strategy together for February.

Sent from my iPad

On August 31st, the city issued a press release about the Coyote dispute. The timing of the release may have been intentional as a reporter for the Southern California Group had been present at the 8-17-23 AAB meeting, and news coverage was expected soon thereafter. Perhaps city officials wanted to be first to make a public statement about the ongoing dispute. The press release entitled "Court Rules in Favor of the City in Airport Lease Lawsuit" detailed how two judges had ruled against Coyote's efforts to take the cases to trial. The city statement also contended that Coyote's lease was terminated because "City Council recognized it had a fiduciary obligation to the City's taxpayers to review any new agreement in light of current market rates and terms." Additionally, it stated the city offered Coyote Aviation a new lease agreement at current market terms and no response was received other than Coyote Aviation filing a lawsuit against the City alleging breach of contract. Gil says those statements are provably wrong, that the city was basing its "fiduciary" arguments on the rental value of the entire Coyote Aviation complex, not on the bare land Coyote had been renting. (See email next page.)

----- Original message -----

From: Dan McHugh <dmchugh@cityofredlands.org>

Date: 6/4/21 4:56 PM (GMT-07:00)

To: "Timothy I. McCulloch" <TMcCulloch@dickinson-wright.com>

Cc: Charles Duggan <cduggan@cityofredlands.org>, Janice McConnell <jmccConnell@cityofredlands.org>, Christopher Boatman <cboatman@cityofredlands.org>, Jimmy Nguyen <jnguyen@cityofredlands.org>

Subject: EXTERNAL: FW: Coyote Aviation

Hello Tim, staff has told me that its "pricing" is based upon a review of hangar lease/rental rates at multiple southern California municipal airports, in addition to obtaining an appraisal for the same. Customarily, the City does not share its appraisals during real property negotiations and as you may know, this custom and practice is consistent with the provisions of the California Public records Act relating to the disclosure of appraisals. Staff confirmed that Mr. Brown should feel free to share with City staff any lease/rental comparable data that he has obtained from other municipal airports, or that reflects "market rates" for similar banks of airport hangars, for staff's consideration. Mr. Chris Boatman is Mr. Brown's best contact and he is standing by and ready, should Mr. Brown call. Hope this helps...please let me know. Regards. Dan.

"The city's 'market rates' offer was to rent to us our own hangars we had built and are still paying for," Gil said. "Of course, the city flatly refused our reasonable counteroffers."

The press release also stated that the Court dismissed Coyote's breach of contract lawsuit and awarded the city \$38k in legal fees. The release said that the Court had granted the City's eviction request. It did not mention Coyote's stay of the eviction order which will likely last through the lengthy appeal process. Also, there was no mention of what would become of the Coyote hangar building and related improvements in the press release.

"The press release was self-serving," said Gil, "What was left out were the facts that both rulings are under appeal and the court has allowed us to litigate the ownership of the improvements as a separate matter. There is no doubt we will prevail in that case. And in regard to the \$38k, that matter is also under appeal."

A few days after the city's press release (September 3rd), the Southern California News Group published an article in their Inland section entitled "Advisers Find Fault with City in Airport Flap." The article discussed the 8-17 AAB meeting, the findings of the board, and presented statements from both sides in the dispute. The article did provide public visibility of the dispute and detailed the strong showing of support for Coyote Aviation by the AAB.

On September 1st we heard that Coyote Aviation was granted a stay of the city's eviction order pending the appeal Coyote had filed. Gil also shared they are serving the city notice of intent to litigate the ownership of the improvements. It's clear the legal battle will continue. We will keep all advised as to the latest on this dispute.

2023 Redlands Aerobatic Cup Held September 1st – 3rd, In Spite of Weather

RAA Secretary Cindy Gablin



IAC Chapter 26 held their 3rd year of the Redlands Aerobatic Cup the weekend of Memorial Day at REI. It was not without some challenging and disappointing events. This year, there were 16 pilots participating, with 14 aircraft. Susan Bell, President IAC Chapter 26, explained there weren't as many participants as in previous years. Although there were not any apparent reasons, she speculates some competitors were "scared off" by having the FAA present at the event.

Most of the competitors flew to REI on Friday and waited their turn to have their tech inspection done. Once completed, they were allowed to have a few practice flights.



Saturday was a whole other story as the weather wasn't cooperating. The cloud ceiling was too low to fly, and the clouds would get somewhat clear only to drift back down. Just when they thought the clouds were lifting and we saw some patches of blue, a pilot would go up to check it out only to come back and say, "no good."

We even had quite a downpour of rain in the afternoon. Finally, about 5:00 pm, the day was called due to the weather. Susan kept an eye on the forecast for Sunday. It didn't look good for early morning, so she told everyone not to show up until 10:00 am.

Sunday the clouds finally lifted enough by 11:00 to start flying. In the afternoon, the wind picked up and was blowing over 15 knots out of the west. This caused a group of approaches into SBD runway 24. Two of them were "heavies" and thankfully SoCal warned Susan

about them when they were about 5 minutes out. This allowed a hold on flying until they passed. The first heavy went around the airspace to the east and even called on REI CTAF to let them know he was inbound. The second one, and also a King Air, passed by to the west, through the waived area if not the edge of the box. This gave the aerobatic pilot, flying, a nice look at a big Boeing! Not sure if it set off a TCAS alert. Overall, the competitors in each category were able to get 2 flights in. At the end of the day, Yuichi did a four-minute free style flight in his Pitts S2S, complete with smoke.

Tom Jones was one of the few people from Redlands Airport that volunteered for the event. He ended up being a “jack-of-all” trades. First of all, he provided space in his hangar for Susan to store all the contest equipment for the week. He helped put the box markers out in the wash. He also played gopher and chauffeur. Susan had a flat tire and had to leave her vehicle in San Bernardino to be changed, so she needed a ride. He also gave a ride for one of competitors to their hotel. One of the most important things Tom did was being Starter for the competition. Sunday afternoon, the wind flipped over and broke the Starter’s EZ-up, so Tom baked in the sun the rest of the day. Thanks to Tom for all he did to help with the event.



Another special thank you went out to REI’s new Civil Air Patrol Cadet Squadron 411. The cadets volunteered to help both Saturday and Sunday with anything that Susan needed.

Sunday night, an awards ceremony with dinner was held at Mill Creek Cattle Company in Mentone where the winners were announced:

Primary: 1st Steven Fraiser, 2nd David Fedors, 3rd Harumi Sato

Sportsman: 1st Chris Harrison, 2nd Clayton Conrad, 3rd Brian Pham

Intermediate: 1st Bret Davenport, 2nd Mike Eggen

Advanced: 1st Michael Hartenstine, 2nd Hiroyasu Endo,
3rd Tom Myers, Medalist Yuichi Takagi

Grassroots & Highest Scoring Bi-Plane Medal: Steven Fraiser

Highest Scoring ACA Aircraft: Mike Eggen

Highest Scoring Chapter & Winner of the Redlands Aerobatic

Cup: IAC Chapter 26

“Hop To It” Outstanding Volunteer Award: Civil Air Patrol Cadet Squadron 411



2023 Stuff a Plane Charity Toy Drive

RAA Secretary Cindy Gablin

I can't believe it is September already. It's time to get busy for our "Stuff a Plane! Charity Toy Drive." The event will be following the same basic format as we did last year. We are collecting new unwrapped toys again to support The Salvation Army San Bernardino Corps.

We are really hoping to collect more toys this year than ever before. To do that, **we need volunteers!** RAA volunteers will start placing toy collection boxes at locations November 1st through November 30th. 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.

I am looking for RAA members to volunteer to place a toy collection box in locations that will generate toy donations. Is there some place that you frequent that would be a good place? Think of your favorite gym, service club, restaurant, bar, brewery, hardware store, nail or hair salon, school, local mom & pop stores. Now is the time to ask if they would be willing to sponsor a toy collection box for the RAA to benefit The Salvation Army San Bernardino Corps. Our volunteers will need to monitor their location at least once a week to keep the momentum going. Then on November 30th (or December 1st), pick up the toys collected and bring them to the airport on December 2nd when we have the final toy collection event at the Redlands Airport lobby.

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 a toy, maybe buy a burger, or hot dog, and display their planes. It will be a fun event.

Event plans are still in the works, but it will include:

- PT-19 "Anabelle" on display toys collected.
- Computer Flight Simulators for kids
- Food and Drink for Purchase
- A visit from Santa Claus
- Outreach Display by The Salvation Army
- LifeStream Blood Drive
- Possibly outreach tables for some of REI flight schools
- Redlands EAA Chapter 845 Young Eagles Flights (Hopefully they can get enough volunteers)

All of this requires volunteers to make it happen. Those helping with cooking & serving food at the event will need to get a food handlers card. It's not a difficult thing to do as Ted, Denny Brown and I have obtained them a few times over the years. The food handler's card is for anyone who handles, prepares, serves, sells, or gives away food. You can get one online at <https://sbc.statefoodsafety.com>. It is a video that takes about 75 minutes to go through, with a little quiz at the end. It costs \$22.00 and the certificate is valid for 3 years. (You can stop & start the video as needed). It is actually a good deal and is fairly easy as it teaches you how to be safe handling food at home during your BBQ's & holidays too. If you are interested in volunteering to do this, please let me know. If you volunteer and get the food handler's card, the RAA will reimburse you the \$22 fee.

For more information, or if you would like to volunteer to place a collection box or volunteer for the December 2nd event, please contact me via email at Redlands.Airport.Association@gmail.com



DECEMBER 2, 2023 **STUFF A PLANE!** **CHARITY TOY DRIVE**

**Benefitting The Salvation Army
San Bernardino Corps**

**Redlands Municipal Airport
Public Lobby 9 AM 2PM
1745 Sessums Drive, Redlands**



Come Join the Fun at Redlands Airport!
Guests are Requested to Donate a New Unwrapped Toy

More info: <https://raacp.org/stuff-a-plane-toy-drive/>

Email: Redlands.airport.association@gmail.com

**Young Eagles Flights
by EAA Chapter 845
Kids 8-17 With Adult
Registration 9-10am
For Info Contact:
Beverly 909-771-3279
Rick 909-223-0266**



Santa Will Fly In!

**Blood Drive – Donate
Help Save a Life
10am-2pm
Sign up at:
www.lstream.org**



**Burger Lunch
Available 11am-2pm
for Purchase.**



The End of an Era - The Last National Championship Air Races

RAA Vice President Phil Ensley



This September 2023 marked the 59th and last races held in Reno, Nevada. It was a very bittersweet event, ending in tragedy when two T-6 Texans collided when landing. That is not the way anyone wanted to end such an iconic event.

I was given the chance to crew for a good friend, Carl Robinson in Formula 1. Due to the Biplane Class not being able to race (for reasons I could write a whole other article about), I was without a plane to pilot, so the next best thing was to crew. It's hard to just spectate when you've been a part of something so impactful in your life. The entire week was filled with emotions. People were there to race just like any other year, but everyone knew that this year was special. The air races are definitely more than just races. It's like a family get together each year for both spectators and participants. Everyone seems to pick up right where they left off from the previous year. Knowing this, as the week progressed, no one wanted to address the elephant in the room.... that is saying a final goodbye. Saying goodbye in this day and age is different in terms of technology (social media, FaceTime, etc.) but it was going to be a final goodbye for that setting for which everyone was accustomed to and comfortable in. On the final night of the races at the banquet, there were many tears that fell, they fell for all those who we have lost this year and the previous years, but also the fact that everything must come to an end.

It is astonishing to think that an event that has spanned over half a century would come to such an abrupt end. Yes, the Reno Air Racing Association (RARA) had fallen on some financial hard times (insurance being one of the worst offenders) in the past few years, and the spectator numbers had reduced from a decade back, RARA was going to continue on for as long as there were airplanes to race. It wasn't RARA that ended the races, it was Reno and the Airport Authority that put the nail in the coffin. Why do you ask? It's for the same reason we all need to be wary of no matter what airport it is we call home. The ultimate stop to the races has been housing encroachment. The surrounding area of the racecourses has been getting smaller and smaller due to housing developers and industrial buildings cropping up. I can never look at the city of Reno the same way anymore.

I know this has been a bit of a doom and gloom article, but I assure you there is hope at the end. When RARA was first notified that the city and airport authorities were not going to renew the contract, they immediately started putting things in motion to find another suitable site to hold the races. I was a bit skeptical at first, but after hearing the plan from Fred Telling, the CEO of RARA and other folks within the organization that have been putting in the work, I have hope and encouragement that we should have a new site selected sometime in the first quarter of 2024. The earliest any races will occur won't be until 2025 in order to prepare, but there is a definite plan in place.

I am looking forward to the future of the air races, wherever they may be, and I am looking forward to seeing my air race family again. It doesn't matter where we are, it's the people that make it home. I hope you join me at the new races, and I'll introduce you to the family.



Advocacy- Local Airports Having Big Challenges

RAA President Ted Gablin

Banning Municipal - KBNG

Banning is a close neighbor to REI and the local airport with the most serious concerns. Harry Sullivan is the lead Banning pilot fighting the closure. On 8-7, he received an email from Jared Yoshiki, AOPA West Coast Rep that stated Congressman Doug LaMalfa submitted an amendment to the FAA Reauthorization legislation to close Banning Municipal Airport. Fortunately, the amendment was rejected. La Malfa represents CA District 1, in the Yuba City area, so it's not clear as to why he would be involved.

Then on 8-18, Congressman Raul Ruiz, who represents CA district 25 issued a press release stating: "I am pleased to include an amendment to study the closure and repurposing of the costly and seldomly used Banning Municipal Airport through the Federal Aviation Reauthorization Act that will bring economic and job growth opportunities to our communities." Jared Yoshiki, AOPA, commented about the amendment to Banning pilots: "It's just a study. The amendment doesn't close the airport. What it does do is give you and us time to prepare comments for the GAO that outlines the best use and the viability of the airport. What its opportunities are and how the city is the one neglecting the airport and not the other way around. "

There is an ongoing FAA Part 13 investigation of a complaint made by Harry Sullivan that alleges the City of Banning violated grant assurances. Harry alleges the City of Banning has been using hangars for their personal storage and paying nothing to the Airport Enterprise Fund for years. The FAA investigation of the complaint has been ongoing and is not going away. On August 31st, the FAA LAX Airport District Office sent an email to the City of Banning stating: " We have reviewed the City's April 14, 2022, response and the complainants April 19, 2022, rebuttal. We are requesting additional information to assist with our investigation."

Torrance Municipal - KTOA

Zamperini field has been dealing with noise complaints for a few years now. The complaints appear to be centered around noise and overflight resulting from highly active flight school activity. Even though KTOA already has noise monitors, fines, and an operations curfew, it just wasn't enough to satisfy some neighbors. On July 25th, Torrance City Council voted and approved the following additional measures:

- Implementation of airport landing fees for all transient aircraft and Torrance based fixed wing flight school operators with fleets of more than three (3) aircraft, and authorize certain exemptions for military, public safety, medical flights, and Robinson Helicopter.
- A Letter of Agreement between the City of Torrance and Torrance-based fixed wing flight school operators; and PROVIDED direction on the proposed noise study alternatives to potentially expand the existing airport noise monitoring system.
- The phase out of leaded gas with a target of phasing it out within the next 12months; and
- RECEIVED updates on the legalities of prohibiting touch-and-go landings on the south and north runways, imposing a moratorium on new flight school operators, and enforcement of early left turn violations.
- A ban on all training operations on weekends and City of Torrance recognized holidays, and modified weekday hours when such training will be allowed to Monday through Friday from 10 a.m. to 6 p.m. Staff to return to City Council with a report on whether new restrictions made a difference on airport noise.
- A moratorium on all additional flight schools and directed staff to notify two most recent flight schools that received a business license that they will not be able to renew their license, unless another flight school departs the city, to ensure compliance with the resolution that allows for a total of six flight schools. Staff to

return to city council with a modification to the existing resolution that will require the City Council to approve business licenses for flight schools.

- Directed staff to begin reinforcement of early left-turns.
- Directed staff to issue a formal letter to the FAA and Tower regarding concerns related to the airport.

AOPA has partnered with other advocacy groups in an attempt to work with the city in an attempt to eliminate or change the new rules. They will be challenged as Torrance has not taken any FAA grants. But Torrance cannot implement rules regarding aircraft flight operations as they have no jurisdiction over aircraft operation. The new rules certainly impose restrictions outside of city jurisdiction and that will open the door to FAA legal action. On September 8th AOPA, NATA, GAMA and HAI sent a 57-page registered letter to Patrick Sullivan, City Attorney, City of Torrance objecting to the council's recent actions. The entire letter can be reviewed at this link: [Letter to City of Torrance](#).

Perris Valley Airport L65

Perris Valley Airport owner Pat Conatser has been battling an encroachment issue. The location and height of a warehouse planned on an adjacent parcel interferes with the safety zone for one of his runways. The developer submitted the proposed building to the FAA's obstruction evaluation office without notifying Pat. Because no one protested the application, the FAA approved the building with a red blinking light. Pat is appealing the decision. He has friends at the City of Perris and the Riverside County ALUC. He vows a good fight. Perris Valley does not have any FAA grant obligations.

Pat recognizes the need for community support of his airport. His airport will be 90 years old on October 8th. He will be having a community event at the airport on October 7th and 8th to celebrate the airport's birthday. For more info go to: [Skydive Perris Events Calendar](#) | [Skydive Perris](#)

When There is Handwriting on the Wall, Please Read It!

RAA Director Tony Digati



It was the mid 2000's, life was good. I worked for a national mortgage company, specifically for two guys that owned the 11 Western States business wise. They were doing well also. I get called into a meeting in early April and I'm thinking "what am I in for now"? Actually, it was a good meeting. They told me they wanted to buy a company jet and seeing as myself and Joe (one of the two mentioned guys) are the only two people in the company that could SPELL airplane. Guess who was appointed to the task.

After narrowing the mission and budget, they decide on a Cessna Citation 525, otherwise known as a CJ in the day-to-day world (perfect I'm even typed in it)! I call my favorite Airplane Salesman, Larry (RIP) and about 60 days later we have a lovely CJ under contract going through pre-buy in North Carolina! It was a great airplane; it was already on all the airframe and engine programs which is ideal for a first-time jet owner. You would pay a fee for every hour you fly (airframe + engine 1 + engine 2) and when things broke or needed maintenance, you took it to Cessna, and they fixed it basically no charge. Of course, that's the simplified version but you get the idea, perfect for new guys. Jets have a nasty habit of having some truly alarming repair bills, like \$250 light bulbs, \$10,000 bleed valves, ask a guy with a Premier about the \$250,000 gear doors, yes doors.



An "After" Photo of the Jet

Now we need a pilot, a full-time salaried kind of guy. I know we'll get Marvin! He was in between gigs at the time. I've known him for 20+ years, flew with him a lot and he has 12 type ratings (at the time), 525 included! Joe already knew him and had flown with him before many times as well. Ron went along with the whole deal as he only knew Joe and I and took our advice.....

During the whole 60-day time frame, which turned into 90 + days (remember it's a jet). Several meetings were called, and I brought all the updates on the process, pre-buy, financing the works. Every meeting Ron complained, "Why are we paying this guy we don't even have the plane yet?" "Because he's the best you will find and if we didn't hire him somebody else would have," I constantly argued.....

The big day came, mid-August, we were going to get the new plane! We fly commercially to North Carolina, Joe, Ron, Marvin, and me. The plane was, as Larry promised, beautiful, everybody loved it. Passed its pre-buy, all squawks repaired it was ready to go. So, where are we going to go besides home, I ask the boys? Vegas baby was the reply. No surprise. Marv and I take care of the preparations, file flight plans etc. Newly crowned Captain Marvin and Gear and Radio Operator Tony, with their two new favorite Jet Owners are headed for our 1st fuel stop. I can't remember where it was. Two perfect flights, two happy owners and two happy pilots arrive in Vegas. After dinner we mentioned let's get going fairly early tomorrow, it is thunderstorm season, and we are heading KHND TO KONT. Ron and Joe agreed.

At the crack of 2:30pm the next day, Ron and Joe show up at the airport looking how shall I say, a little rugged from a night of gambling, drinking, and celebrating. Ok boys let's get out of Dodge, we file IFR to KONT (1st mistake), getting everything settled and taxi for takeoff. Then we wait, it is a zoo of planes, kind of like it gets when thunderstorms are over the mountains. So, we waited in line like sheep (mistake #2), what we should have done was blow out of there VFR at 17,500 all the way home where you can see and avoid thunderstorms. Ok our turn, with an uneventful departure and 65% of the flight to Ontario.

Somewhere about 2/3rds of the way back all we hear is traffic on the radio. Then "turn left 080 for sequencing". Remember it's a new to us airplane so I'm pretty much playing with everything while Marv flies. Hey Marv, why is this radar screen all red and yellow in front of us?

Wham.....we are in a cloud getting absolutely pelted by hail, which later we found out was golf ball sized hail. Turbulence worse than I can remember anywhere else. We were struck by lightning, at least once, entered on side of the nose cone and exited through the horizontal and there was another exit mark on the rudder. The view out the windows was totally obscured and I could swear it was purple outside, except for when the lightning hit us. I looked in the back and the boys were drinking red wine toasting their good fortune, not anymore. Red wine was everywhere, glasses flying, and they were both against the roof as they did not have their seatbelts on. Now this seemed to last about a half hour, but it was about 90 seconds of hell. We pop out in blue sky over Big Bear. We look at each other.... Did that just happen? I yell at Ron and Joe; they are OK for the most part. I tell SOCAL what happened and request expedited handling to ONT. Marvin, what's that noise? It sounded like someone left a window open. Plane was flying OK just making that noise, we basically make a 180 and were on a long final to KONT. An uneventful approach and landing, other than that noise.

Now you must understand, Ron and Joe told EVERYBODY that they were getting a jet, they all knew we were headed back, and they knew the ETA. Pretty much the entire company was standing on the ramp at Guardian Jet Center as we

taxied up. It was sort of weird seeing the changing expressions on their faces as they realized it looked like we picked the jet up from Economy Jet Sales, with all the damage.

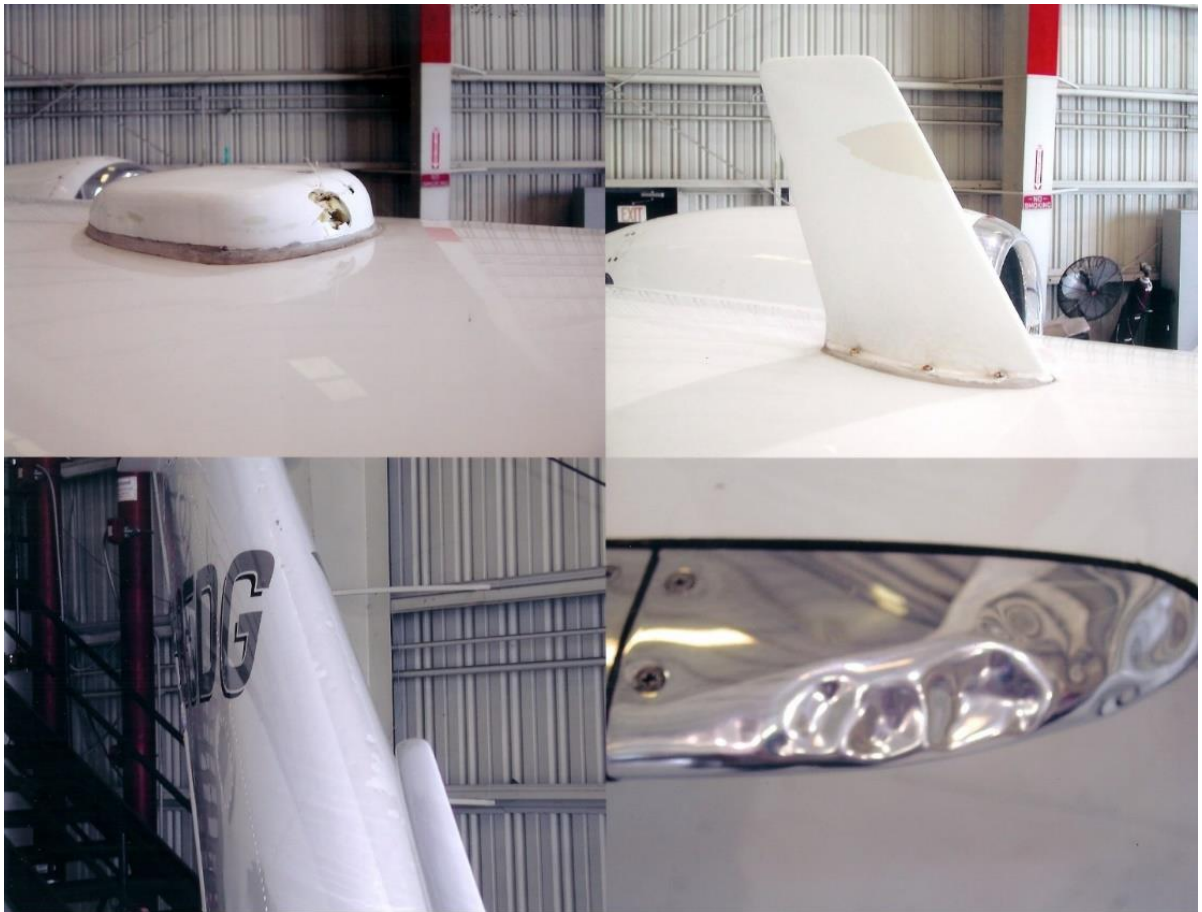
The ground guy used the marshaling wands to guide us to get stopped. I really have never heard Marvin yell before, but the command was “don’t move until I say so” and nobody did. He wanted the guy to ground the airplane before we got out, just in case.

Everyone was OK, I know Marv was walking around at 30 mph like he does, I was a little shaken up but hey we were down and safe, Joe was hugging half the crowd and then there was Ron. Ron had two cigarettes going at one time, drawing them like a Hoover vacuum. Never one to be shy, I walked up to Ron, put my arm around him and said, “Now you know why we’ve been paying Marvin all this time.” Marvin and Ron were pretty much best friends after that day, he knew his family, went on holidays and when they were on a trip, they treated him like royalty instead of a hired hand, taking him everywhere they went, even if it was grandmas!

And the noise? Well, half the nose cone was missing as the lightning destroyed it, every one of the leading edges, wings and tail had golf ball sized dents about every couple of inches. The vertical stabilizer was also hammered with golf ball sized dents. Guess who had to call the insurance guy after 1 day of coverage with soon to find out \$285,000 damage to the airplane. That would be me.

After the Storm, Before Repairs





***If there is/was a moral to this story:
IFR flight can kill you just as easy as VFR.
If the handwriting is on the wall, please read it!!***

Pattern Precision

**Reprinted FAASTeam Fact Sheet
Compiled by RAA Safety Officer, Larry Rice**



FAA*STeam*
Safer Skies Through Education



FAA
Aviation Safety

The FAA, General Aviation Joint Steering Committee (GAJSC), and industry agree that regular, structured, proficiency training is perhaps the most effective means of reducing GA accidents. Because the traffic pattern involves nearly all piloting tasks, it is a logical choice for a proficiency training environment. Commitment to precision and consistency in pattern operations will yield operational safety benefits throughout the flight task spectrum.

Predictable Patterns

How many times have you been on an approach where you get behind the aircraft a little or are not set up properly, and wind up landing a little long? Does it matter? Yes, it does. Airport traffic pattern operations are an essential part of every flight. But sometimes we take those routine movements for granted, and we can get a little sloppy.

In addition to helping you to execute a safe and stable approach, precise pattern flying makes you sharper in other flight procedures. It can also improve your confidence and reassure your passengers. Let's go back to our example. You may think it doesn't matter if you land long, but what if your runway is compromised and your landing distance is much shorter? What if your aircraft has a problem and you need to carry out a forced landing?

Preparing for Pattern Precision

It all starts with knowing your aircraft, its performance parameters, and the required research to determine what sort of takeoff and landing performance you will get.

By documenting these numbers and then comparing them with your actual performance, you will be able to create predictable expectations. Don't forget to calculate performance based off of your predicted flying weight.

Here's some rules of thumb to consider when computing your takeoff calculations:

- If you have a fixed pitch prop, add 15% to your calculated takeoff distance for each 1,000-foot increase in density altitude, up to 8,000 feet.
- For constant speed props, add 12% per 1,000 feet of density altitude, up to 6,000 feet.

- (50/70 Rule) When planning takeoff from short unobstructed runways, establish a landmark at 50% of your calculated takeoff distance. When reaching that landmark, you should be at 70% of your rotation speed. If not, abort the takeoff and reduce weight or wait for more favorable wind and temperature conditions.
- (30/70 Rule) If you must clear obstructions on takeoff, you'll need to have 70% of your rotation speed by the time you've traveled 30% of your available takeoff distance.

It's All Part of the Pattern

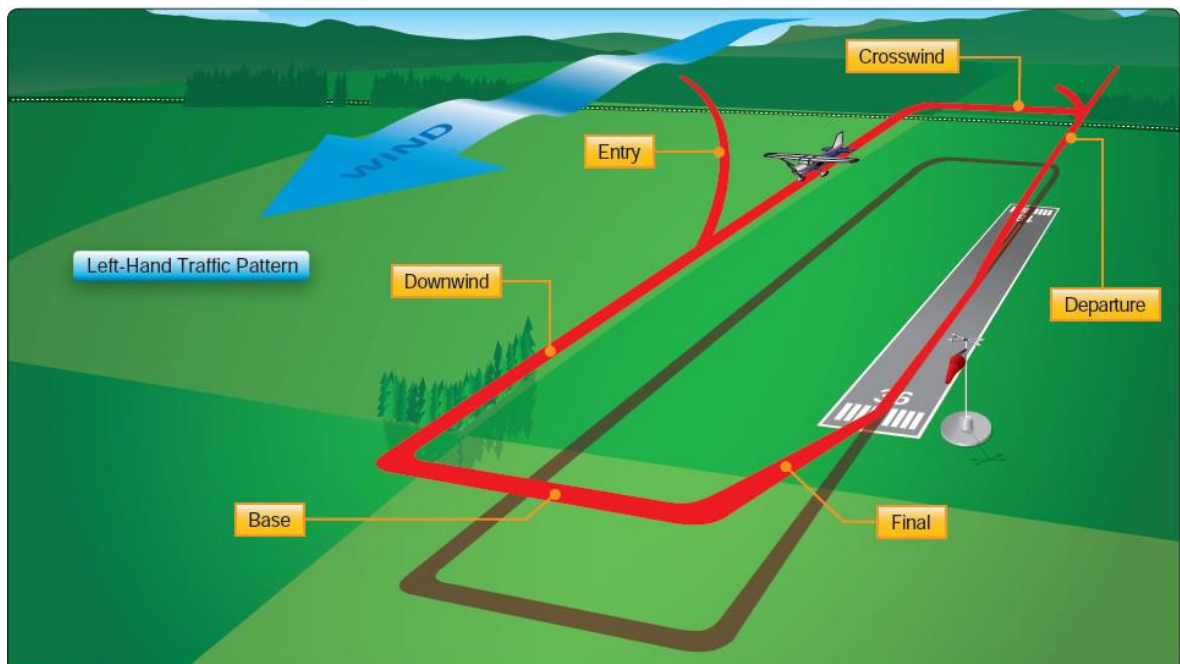
Now that we've covered some takeoff tips, let's shift to some pattern practices.

Pattern Entry:

- If you enter on the downwind side, join the downwind leg at a 45-degree angle at pattern altitude (PA).
- If you enter on the upwind side, you generally have two options, both of which require you to yield to established traffic:
 - Cross midfield at 500 feet above PA, fly clear of the pattern and descend to PA, then turn to join midfield downwind at a 45-degree angle.
 - You can also cross midfield at PA and then turn to join to the downwind leg.

Straight In Approach:

- Be conspicuous – use landing lights and strobes.
- Announce your positions and intentions on the Common Traffic Advisory Frequency (CTAF).
- Be aware of possible no-radio aircraft.
- Don't assert right-of-way if it will result in a collision hazard.
- If there's an unresolved conflict, break off the approach and go around to the non-pattern side of the runway.



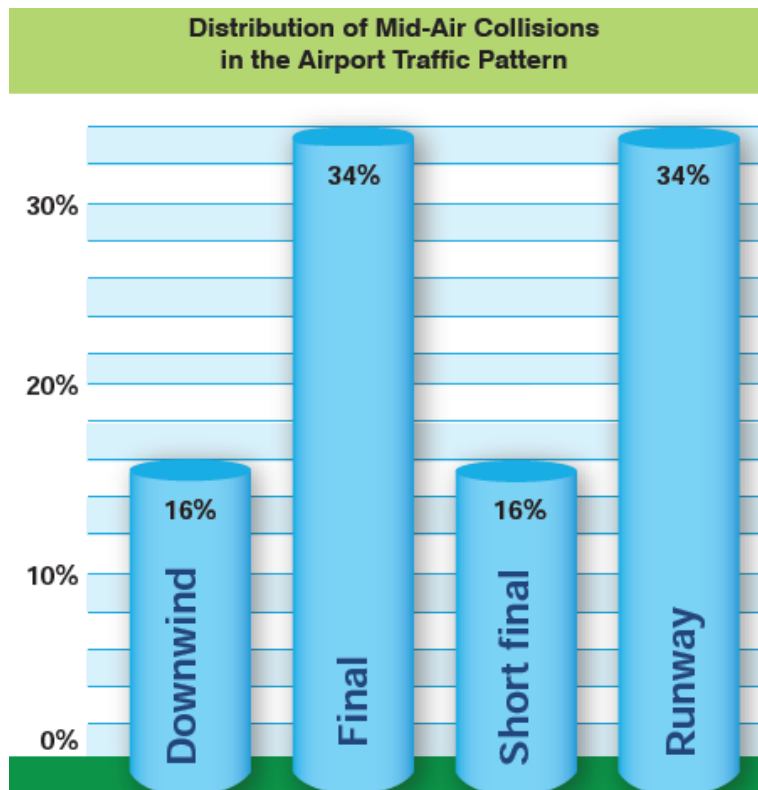
Establish Key Positions:

- During descent, maintain pattern altitude on downwind until abeam the approach end of the landing runway. From this key position you'll be in a constant descent to the runway.
- Adjust power to maintain target approach airspeed, flaps to control approach angle, and flight path to compensate for wind.
- Once established on final approach, it's essential that you maintain speed and glide path. You should maintain a glide path that will result in touching down in the first third of any runway. It's helpful to pick a runway stripe and try to land on it every time without adding power. VASI and PAPI approach path indicator lights can help keep you at the right glide path, but practice with and without them since not all runways have them.
- Once you master hitting your landing target, practicing power-off landings can be excellent preparation for off-airport forced landings. ☐ Also aim to expand your horizons with more difficult landing strips. Just be sure to ask your flight instructor before operating at any unfamiliar or challenging destinations!

Collision Avoidance

Did you know the majority of mid-air collisions occur at or near non-towered airports in daylight with good visibility? Collisions usually occur below 1,000 feet AGL and with aircraft traveling the same direction. Although many GA aircraft are now equipped with ADS-B systems that provide additional situational awareness for surrounding traffic, pilots must still look and listen for traffic. Pilots should always strive to be:

- *Predictable* – fly published patterns and use standard entry/exit procedures.
- *Aware* – look and listen for traffic in the pattern ☐ *Proactive* – announce your position and intentions in the pattern.
- *Proactive* – announce your position and intentions in the pattern.



July 1, 2023, KREI Chiriaco Summit fly-out

By Walt, Sherry & Peanut

The weatherman promised a hot day for our fly-out and he didn't disappoint. We moved up the arrival time to 8:30 and it was still hot. I think the heat kept many pilots on the ground. There were 5 planes, 10 people that made the flight. We had breakfast at the Chiriaco Summit Diner. A group decision was to skip the visit to the Patton Museum and get back home before it got any hotter. We departed about 11:00 with temperatures on the ground of 107.

Flyouts for August and September have been cancelled due to hot weather concerns. If you know someone that wants to get email notifications of our fly-outs email to flykrei@gmail.com



Awards, Endorsements & Ratings @ REI



Anthony Freisner

First Solo

7/10/23

CFI Omar Abundis

Learn to Fly LLC,
a NextGen Company

Anthony is working on his private pilot license. Congratulations!

Jonah Grizzel

First Solo

7/15/23

CFI Omar Abundis

Learn to Fly LLC,
a NextGen Company

Congratulations!



Ramzi Mukhar

CFI Omar Abundis
Private Pilot License
8/3/23
CFI Omar Abundis
Learn to Fly LLC,
a NextGen Company

Congratulations!



Trish Munoz

Private Pilot License
8/12/23
CFI Omar Abundis
Learn to Fly LLC,
a NextGen Company

Congratulations!

Cosette Groza

Private Pilot License

8/16/23

CFI Omar Abundis

Learn to Fly LLC,
a NextGen Company

Cosette just graduated high school
in June. She is going for her
commercial rating.
Way to go!



Carlos Gutierrez

First Solo

8/18/23

CFI Barry Neumayer
Westwind Flying Club

Congratulations Carlos!

Seth Medlin

Private Pilot License

8/24/23

CFI Omar Abundis

Learn to Fly LLC,

a NextGen Company

Congratulations Seth!

We hear you are working on a
commercial rating next.



Meet Patel

First Solo

8/25/23

CFI Omar Abundis

Learn to Fly LLC,

a NextGen Company

Congratulations Meet!

Brenden Carlson

Private Pilot License

August 25, 2023

CFI's Joe Scarcella & Larry Rice

Joe Scarcella Aviation

Congratulations Brenden!
Special thanks to CFI Larry Rice
for finishing Brenden off and to
his dad Jeremy Carlson for
support. You worked hard
Brenden. Well done!



Robert Wilson

First Solo

August 25, 2023

CFI Joe Scarcella

Joe Scarcella Aviation

Congratulations
Robert for your first
solo in the Mighty
146. Nice job! You
are on your way.

Scott Renfrow

Private Pilot License

August 31, 2023

CFI Omar Abundis

Learn to Fly LLC,

a NextGen Company

Congratulations Scott!

Great job!



Saeed Mokhayeri

Private Pilot License

September 16, 2023

CFI Larry Rice

Joe Scarcella Aviation

Congratulations Saeed!

Way to go!

Have You Paid Your RAA Annual Dues?

Member dues are used to promote our airport and general aviation. Dues collected are used for RAA projects, fun events, and expenses. We are told all the time that the association does great work. That said, only 46 of the 180 folks on our email distribution list have paid dues this year. You can help support us by paying member dues. If you haven't changed any of your contact information, you can renew your membership by simply paying your annual dues.

You can pay your dues through Zelle by sending your payment to our email: redlands.airport.association@gmail.com Or, as a last resort, mail a check for \$10 payable to Redlands Airport Association. Our address is:

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

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

If you are not a member of the RAA and you are serious about supporting our efforts to make REI a better place you can help by joining the RAA. The RAA is an airport advocacy group. You don't have to be a pilot to join, membership is open to all that share the tenets of our mission statement:

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

Membership in the RAA will get you the latest communications on what is happening at our airport through our monthly meetings, email blasts and quarterly newsletter. We also try and sponsor a couple of events a year that are fun and provide benefit to the local community. At \$10 a year, RAA membership is a bargain! Please click on the link and complete a membership application if you are interested in joining the RAA: [RAA Membership Application](#) There are instructions in the application on how to pay your membership dues.

You may also join or renew at the monthly RAA meetings. Lastly, please don't forget we are a volunteer organization. We can always use volunteer help at airport events and by supporting RAA efforts to improve our airport. **REI is your airport, please get involved!**

The RAA and CalPilots are both 501(c)3 organizations. **Your dues and donations are tax deductible.** Thank you for your continued support!



RAA Classified Ads & Advertising



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CEO

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FAX (909) 389-7083

Ads require paid RAA membership or a donation. For more info email Redlands.airport.association@gmail.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 Jr.	Director
Tony Digati	Director

It's Your Airport Get Involved!!!!

Upcoming Airport Events

Sunday Morning REI Breakfast Club - VFR Sundays at 7:30 am

SBD Tower Controller Forum FAAST Seminar – KREI Lobby,
October 26th at 6pm.

REI Fly or Treat - October 29th, from 4-7pm.

Stuff a Plane Charity Toy Drive - December 2nd, from 9am - 2pm

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 invof arpt. TPA — 2503 (929) for fixed wing acft, N side of Rwy 08-26; 2074(500) for helicopter, S side of Rwy 08-26. Rmn vigilant to see and avoid lrg and hvy acft w/ 5 NM of REI and on sbd Rwy 24 apch w/ 1.5 NM east thru north of rwy; ctn wake turb. Actvly mnt REI CTAF and, if poss, sbd on 119.45. Opr transponder and ADS-B out strongly encouraged. Aerobatic act NE of arpt from 3500 ft MSL to 7500 ft MSL; see Special Notice—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.)
® SOCIAL 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.

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



Not for Navigation