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Redlands Airport Association

Chapter of California Pilots Association

Newsletter

The Mission of the RAA

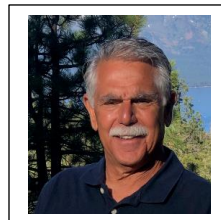
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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



It's been a busy three months for those of us that volunteer to advocate for airports. If you attend RAA meetings and/or read general aviation publications, you are aware of challenges to quite a few airports in Southern California. The City of Banning is continuing efforts to close its airport. Special interest groups are trying to close Whiteman airport citing unfounded claims of lead pollution from piston aircraft. The City of Torrance has imposed all kinds of restrictions on its airport businesses and flight operations. Long Beach pilots are battling a 200' rocket fuel tank test tower on the west side of the airport that is an obstacle to air traffic. Finally, Santa Monica Airport's days are numbered as December 31, 2028, approaches, the date the airport is turned over to the City of Santa Monica for closure.

There is crazy anti-general aviation legislation being introduced. In California, some legislators are proposing paying aircraft registration fees to the California DMV. Another bill being proposed eliminates leaded avgas in CA prior to the 2030 commitment by the EAGLE government/private industry consortium. President Biden is proposing increases of taxes on Jet A fuel for business jets from 21.9 cents to \$1.06 per gallon by 2029.

Locally, the City of Redlands is not trying to close REI. That is good news. But we need to be vigilant for threats that exist that could prompt calls to close our airport. Operational impacts to REI from the increase of heavy jet activity at SBD are a big concern. The RNAV approach to SBD runway 24 was just approved. I don't think the approach will impact our operations, but preliminary information about an airspace change that supports the new approach will be impactful to REI unless changes are made. Reduced operations at REI make it less attractive for flight schools and some owners. They may go elsewhere.

Finally, the Coyote Aviation lease dispute will have significant impact to REI for years to come. REI has relied on private investment to build hangars, ramp areas, the lobby and fuel facilities. For whatever reason, the City of Redlands has not been willing to make investments in those facilities at our airport.

In years past, the city encouraged private airport investment. The city will be hard pressed to get any future private investment at REI because of the issues that led to the eviction of Coyote Aviation. What business would risk investment at our airport if they were threatened with lease termination and property seizure for not complying with a provision of a contract that can best be described as a technicality. Ultimately the loss of private investment at REI will be impactful. It will be a long time, if ever, before we see new hangars or infrastructure built by private parties at our airport. This too will affect the economic livelihood of our airport. Sorry for the bad news. Stay informed, get involved, and choose wisely when you vote.

Airport Updates

SBD RNAV Visual Approach for Runway 24 Approved for Use

You can expect to see more jet traffic going in and out of SBD. Breeze Airways recently added two flights a week to Phoenix. This is in addition to their flights to San Francisco, Provo, and Las Vegas. All of this is in addition to the jet traffic that services the Amazon Air Freight Fulfillment Center. This activity is driving the need to use SBD's runway 24 when dictated by the wind.

In early January, FAA Safety Inspector Nelson Sanches shared that 8 air transport operators will be authorized to use the Rwy 24 RNAV Visual Approach starting March 21st. He later shared that some of them may use the approach prior to the March date. The reason for Nelson's notification was twofold. He wanted to alert REI users of the potential for jet traffic near REI using the approach and to learn of any perceived safety issues associated with the approaches use.

We are not aware of anyone using this approach yet. Perhaps because there haven't been any winds that would justify its use. Please remember this is a visual approach that requires a minimum of 7 miles visibility and 5,000 ft ceiling. The approach requires users to announce they are inbound on the RNAV approach on the REI common traffic advisory frequency (CTAF) when 10 miles out. As this is not a public approach, there is still considerable traffic using runway 24 that may execute an approach in a completely different manner. **Please be vigilant for traffic when operating near REI and monitor SBD tower and So Cal Approach frequencies if you are able to do so.**

If you witness or hear about any safety issues such as a near midair collision or wake turbulence encounter, please contact a RAA board member so we can advise and report the incident if needed. Please get as much info as possible such as who was involved, date and approximate time and some details as to what happened. All of this will help us research the incident and report it to Nelson if warranted.

Coyote Aviation Lease Dispute Update

At the February RAA meeting, Gil Brown shared the City of Redlands has served Coyote Aviation with an eviction order. The order required all tenants and owners to be out of their hangars by March 22nd at 6:00 am. Gil said most of the Coyote tenants and owners had moved everything out that can't be removed in a short amount of time. He also shared Coyote is still trying to negotiate with the city. Unfortunately, negotiations have not been serious because the city has only made two extremely high offers.



Because the buildings are on the land belonging to the city and the Coyote lease has been terminated, the owners and tenants can legally be evicted from the land. He also shared they haven't yet litigated the ownership of the buildings. That is key because if it turns out the buildings belong to Coyote on Redlands land, then something has to give. Currently, the San Bernardino County Assessor's Office recognizes Coyote's improvements to the land parcel as "Tenant Owned." There are two appeals in progress, and Gil believes he has a solid case to defend Coyote's ownership rights of the building. Unfortunately, tenants may have to move out until the dispute is settled. It's a massive inconvenience.

In mid-March, the city posted an offer letter on Coyote hangar doors to tenants and owners. In addition to discussing the eviction and future gate card access to the airport, the letter offers direct hangar rentals to Coyote hangar occupants pursuant to the Redlands Airports standard airport hangar agreement. Although

details were not provided in the letter, we have heard the city is offering to rent the Coyote hangars to some of the former occupants. A few Coyote owners and tenants have taken advantage of this offer as there are no other hangars available for lease on the airport.

Eviction documents shared by Coyote with the RAA included a writ of possession order. In California, a writ of possession order is issued by the courts to assist a property owner with recovering possession of their real, or personal property. This usually occurs after a judgment is entered in favor of a property owner in an unlawful detainer action and the occupant refuses to leave. The real personal property here is the *land* owned by the City under the Coyote building. Unfortunately, the writ of possession order does not address the personal property, the building, owned by Coyote Aviation. Gil believes the city's rental of Coyote-owned improvements may cause the city problems in the future. Still, he is eager to work out a solution that is fair to both parties.

On March 21st we heard the city had set up two portable surveillance camera dollies to monitor the building. On March 22nd, Gil and Carol Brown were there at 6am along with another couple that are friends to witness the eviction. Gil had noted that his gate card apparently had been deactivated. Redlands PD was there along with our airport supervisor, AJ, to monitor the eviction. Apparently, the City of Redlands was concerned enough to rent security equipment and have a presence that morning because they believed there was potential for vandalism or sabotage of the Coyote complex by supporters or tenants.

A lock smith hired by the city was also present to drill out the existing door lock cylinders and replace them with cylinders that could be opened by keys controlled by the city. Gil was kind enough to open the hangar doors so the locksmith could change the locksets without drilling them out. That created issues for the city as they told him he wasn't supposed to be at the facility. Before long, multiple law enforcement personnel from Redlands PD and the San Bernardino County Sheriff's department were on site along with multiple city staff employees. Ultimately, the coyote gate was turned off and the east vehicle access to the west ramp had been barricaded for at least one day. None of this seemed necessary as the eviction was carried out without any mischief at all.



We will keep all updated on this dispute as information becomes available.

Caution-Birds!

It's springtime, and REI underlies a migratory path for large birds such as geese. Bodies of water attract birds and that increases the potential for bird strikes. If you have noticed, there are a few areas around REI where there are bodies of water.

Have you seen the construction activity and excavations made in the Santa Ana River while you are flying in the downwind leg at REI? This work was all part of the [Santa Ana River Enhanced Recharge Project](#). This \$51.3 million

project is being built to capture storm water and recharge the existing water table. The project is scheduled for completion in 2025 and consists of 20 recharge basins and support facilities. Some of those basins are now filled with water as a result of our winter storms and will attract birds. Eventually the water disappears after it percolates into the soil and hopefully the birds will disappear too.

Another bird attractant is the Citrus reservoir. It is less than a ½ mile southeast of REI. It was made operational in 2017. Some of you may remember the RAA made a huge ruckus about the reservoir because it would attract birds. We were successful in getting the operator, San Bernardino Valley Municipal Water District (SBVMWD), to install plastic rhomboid shape balls to deter birds from landing. The water district spent \$1.2 million to install the rhomboids. If you look at the reservoir now only about half is covered with rhomboids. It appears some of them may have sunk. This is creating another opportunity for migratory birds to fly near REI. The RAA has reached out to Wen Huang, SBVMWD Assistant General Manager. They are aware of the sinking rhomboids. They are working with the vendor to get the rhomboids replaced.

Please be vigilant for birds when operating at REI. Birds are more active at dawn and dusk. They usually dive when approached by aircraft. Please keep that in mind if you are trying to avoid a bird strike. Avoiding bird strikes will be the safety topic at an upcoming RAA meeting.

Pending Radical California Legislation with GA Impact

There are two new bills working their way through the California Legislature that need to be monitored as they will be impactful to general aviation:

SB 1193 Bans Leaded Avgas This bill has been discussed at the February RAA meeting. State Senator Menjivar authored this bill to ban leaded avgas in California. Menjivar represents the Pacoima area. Her bill to ban leaded fuel in CA has not been enacted. It has just started going through the legislative review process. Next hearing in the legislature for this bill is on April 9th. This bill was prompted by parties wishing to close Whiteman Airport citing lead pollution health concerns for children from aircraft at the airport using leaded fuels. Findings in a [February 5, 2024 report issued by the LA County Director of Public Health](#) refute those claims. The next hearing in the legislature for this bill is on April 9, 2024.

SB 1505 Requires Payment of Aircraft Registration Fees to CA This bill would require the owner of an aircraft based in CA to register the aircraft with the DMV. The bill would require the original or renewal registration of an aircraft to include specified information. Because a violation of these provisions would be a crime, the bill would impose a state-mandated local program. The bill would require the DMV to determine the aircraft registration fee but would require the fee to cover the costs incurred in connection with the administration of this program. It would also include an amount to be used to combat the detrimental environmental impacts of aircraft emissions, thereby imposing a tax. Because it is a tax, it will require a 2/3 majority vote to enact. This bill has just started going through the review process. The first hearing on it is on April 9th.

We will share details regarding these bills as information becomes available.

Tenant Hangar Inspections

We are hearing hangar inspections will be scheduled sometime in April. The City of Redlands Fire Marshal will be assisting our airport supervisor with the inspections. REI hangar tenants are being asked to ensure things you have in your hangars are up to code. Examples of this could include improvements to the hangar and storage of hazardous materials. Hangar tenants have been asked to review [12.56.370](#) of the Airport Municipal Code to make sure you meet City of Redlands Fire Regulations.

A \$144k Grant Award for REI is Announced by the FAA

On March 20th, the FAA sent out the FY 2024 Airport Improvement Plan grant announcements. They show REI being awarded \$144k. We believe this award was a 2023 project to resurface (slurry coat) the runway and west ramp that was carried over to 2024. The RAA made an inquiry to our airport supervisor to confirm the nature of the project associated with the grant, and a response has yet to be received.

Redlands Airport Advisory Board (AAB)

The AAB has only met once this quarter. The reason is that they have had challenges getting a quorum. They are down to 4 members. Debbie Forthun, Karl Grove and Johnny Ghazal have all resigned. That leaves 4 members. Additionally, absenteeism is a problem that plagues the remaining 4 members.

Items discussed at the January AAB meeting by Airport Supervisor AJ included a report of airport maintenance issues, a future airport firefighting demonstration, review of an FAA grant meeting, and high-level review of airport expenses. Additional items discussed by the board included holding a few future meetings at the airport. Board chair, Jason Golembeski, volunteered to present the AAB annual report at the February 6th Council meeting.

On February 6, the AAB annual report was not presented at the council meeting. Another board member shared that board chair Golembeski was absent for this meeting. The meetings in February and March were cancelled because one or more of the remaining 4 board members could not attend. AAB meetings require a quorum of 4 board members to be present to be able to conduct a meeting.

In late January, the city posted openings for the AAB on their website. Applications were due by February 12th. Two candidates were reviewed for the board at the March 19th council meeting. They are Val Dotchkov and Amber Harrison.

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.

Here are the names and emails of the current AAB members:

Thomas Cook tomcook1993@gmail.com

Robert Pearce rpearce898@aol.com

Jason Golembeski jasongolembeski@gmail.com

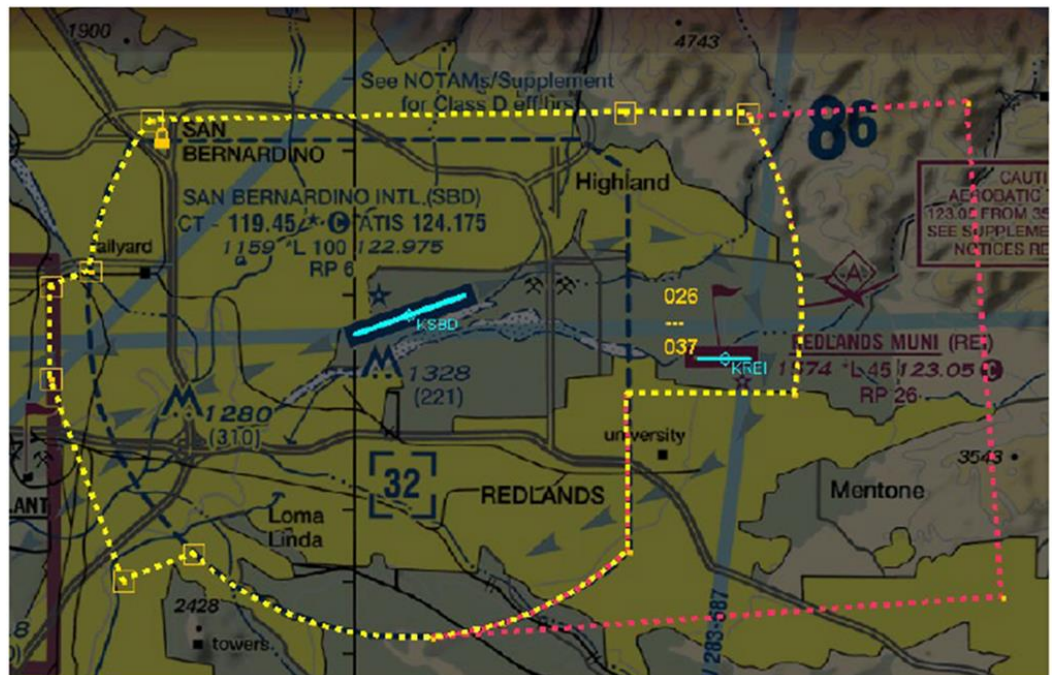
Dennis Nodine dennis.nodine@gmail.com

SBD Airspace Change Coming Soon

RAA President Ted Gablin

It looks like the process to modify SBD airspace is starting. AJ, airport supervisor, Tom Jones, Jim McClay (AOPA) and I along with many FAA and SERCO employees were invited to participate in another Safety Risk Management Panel (SRMP) to review a proposed change to the SBD airspace. The date for the multi day Zoom call was originally February 13th. The Zoom call was rescheduled a few days later to April 16th. On March 8th, we were notified the call had been rescheduled again to May 7th – May 9th. One of the documents included with the original invitation for a February 13th call included an image of the proposed airspace. This drawing was included in a document entitled SBD Workbook 2023 V5 and dated October 2023.

The drawing depicts an expanded Class D airspace at SBD that is also 500' higher. It also includes a Class D shelf over a portion of the REI traffic pattern and Class E extension to the surface east of the Class D. The new Class E extension overlies REI, our traffic pattern area, and a large area south of REI. There are some details missing (like the Class D shelf location) so we believe the drawing is still work in progress.



Also included in the same attachment is a narrative on existing conditions and impacts to various groups after the airspace change. If the airspace change is implemented as depicted in the workbook, it will be very impactful to REI operations.

The RAA is a member of the Southern California Airspace Users Working Group (SCAUWG). SCAUWG has shared that they heard from an FAA official that the drawing and the narrative are very preliminary, and the final airspace change will be made with input from the SRMP and with consideration of both REI and SBD operations. **So please do not panic yet.** Here are some impacts we see from the preliminary drawing:

Impacts to All REI operations from new SBD Class E4 Visibility Requirements

Since REI will be in Class E for SBD, the narrative states the reported weather at SBD will be used to determine if operations at REI can be made under VFR. This is something that is discussed in chapter 3 of the AIM. So, if weather is below VFR minimums at SBD, REI departures will need to be made IFR. If visibility is greater than 1 mile and less than 3, departing aircraft can request special VFR from San Bernardino tower.

Impacts to REI Part 103 Aircraft Operations from new SBD Class E4

One of the reasons the new Class E airspace may have been created was to deter paraglider operations through the area where the new RNAV visual approach is utilized. This may have been well intended to reduce the risk of a paraglider-heavy jet collision, but it will be impactful to operators of Part 103 aircraft based at REI. There are a small number (less than 10?) of Part 103 aircraft based at REI. These ultralight aircraft will not be able to operate at REI because of existing 103 regulations (103.17) about operations in certain airspace including the new class E airspace. Maybe a waiver for these 103 operators at REI could be considered by the FAA.

Impacts to REI Operations from SBD Expanded Class D Airspace

The drawing included with the workbook of the proposed airspace change includes a shelf over a portion of the REI traffic pattern area. The shelf depicted has a floor of 2600' That is roughly 100' above the published TPA for REI. We all know that REI has many operations involving student pilots. The current airman certification standards require student pilots to maintain traffic pattern altitude, ± 100 feet. The 100' difference between REI's TPA and the floor of the Class D shelf does not appear to give new students adequate buffer to prevent unauthorized transitions into class D airspace. Perhaps raising the floor or lowering REI's TPA to give additional room would be a better choice.

Impacts to the REI Aerobatic Practice Area (APA)

The existence and location of the REI APA is not discussed in SBD Workbook. So, we are not sure of all the details of how the proposed airspace change will impact the use of the APA. It appears the APA may be within the new Class E airspace and a portion may fall within the east side of the expanded Class D airspace.

One of the stated ground rules for the FAA SRMP we are supposed to attend in May is to conduct a safety analysis of the change and not to debate the validity of the change. So, we will be limited to making safety related suggestions only during the SRMP. So, it will be important to understand the impacts of the airspace change on REI so we can attempt to influence the final layout of the airspace.

On February 23rd we conferenced with Jim McClay, AOPA Director Airspace, Air Traffic and Security. Our airport supervisor, AJ, and his manager, Don Crow, were on the call. The purpose of the call was to learn about the airspace change process and to explore ways to mitigate concerns. All concerns were discussed, including the lack of any stakeholder meeting between the FAA, City of Redlands, and REI pilots to discuss the proposed changes. According to AOPA, the FAA doesn't need to hold stakeholder meetings for Class D and Class E changes. They rely on the Notice of Proposed Rule Making comment period for input. Jim suggested that we should meet with the SBD tower manager Mike Bunch to learn of SBD's tower needs for the airspace change.

On March 5th, AJ, Tom Jones, and I met with Mike Bunch, SERCO Tower Manager at SBD, to review the preliminary airspace change drawing. Mike shared that he had not provided any input to the preliminary drawing and was concerned about expanding his controlled airspace without a certified tower radar display. Mike once again shared that SBD tower personnel are challenged to visually spot aircraft within their existing airspace. So, what's next? We will try to get some dialog with an FAA Manager responsible for the group that is developing the airspace change proposal at a future Southern California Airspace Users Working Group meeting.

It is really great to have the City of Redlands onboard with trying to mitigate some of this. We are also getting support from AOPA . In addition to Jim McClay, Jared Yoshiki, AOPA's West Coast Regional Manager is also providing support. We will keep everyone updated about the airspace change.

Redlands Airport Spring Fling Fly-In & BBQ

April 27th, 2024

RAA Secretary Cindy Gablin



Mark your calendars! The RAA is having a Fly-in and BBQ April 27th from 11:00 am – 2:00 pm or until the food runs out. We haven't had an event at the airport for a while, so we decided, why not a Spring Fling?

We plan to keep it a small event that is primarily for the aviation community. We want to promote our airport and its businesses. We are hoping to get some of our Redlands pilots to join us as well as pilots from the local areas. We will be cooking up burgers and hot dogs for purchase. Along with all the fixings, there will be salad, chips, cookies, and sodas.

We will also be providing a venue for a Historical Aircraft Display Day. For those of you that do not know what this is, I'll try to explain a little bit. This exemption provides a property tax exemption for "Aircraft of Historical Significance" which means: "any aircraft which is an original, restored, or replica of a heavier than air powered aircraft which is 35 years or older, or any aircraft of a type or model of which there are fewer than five in number known to exist worldwide".

There are some conditions that must be met, that includes having your aircraft available for public display at least 12 days during the 12-month period immediately preceding the lien date (January 1) for the year in which the exemption is claimed. You can learn more about it at this link: [Aircraft of Historical Significance Exemption](#)

To apply for the "Aircraft of Historical Significance Exemption," a claim form must be filed each year with the assessor of the county where the aircraft is located. Here is a link for general information and the claim form for aircraft based in San Bernardino County: [SAN BERNARDINO COUNTY: BOE-260-B](#)

The event is listed on the RAA's website at RAACP.org under events as well as our Facebook page. We will also be advertising on a few other aviation Facebook pages in our area.

We hope to see many of our Redlands pilots join us for burgers or hot dogs on April 27th.

Redlands Airport Spring Fling

April 27, 2024



Fly-In and BBQ Lunch Historical Aircraft Display Day

Redlands Airport Public Lobby
1745 Sessums Drive Redlands

CTAF 123.05

Burgers or Hot Dog Lunch Available for Purchase

11:00 am – 2:00 pm or Until the Food Runs Out

Hope to See You There!



Questions? redlands.airport.association@gmail.com

Training You'll Never Forget

RAA Director Tony Digati



As any pilot wanting to improve their skill set. I was always on the lookout for new things, new airplanes, new experiences. Not so much these days but way back when, I would fly anything that pretty much ran, today I am much more particular.



One Sunday morning a bunch of us headed up to Santa Paula, for no particular reason other than to look around. Upon wandering through the airplane sales dealership (they had NEW Bellanca's Bob!), walked about the various hangars and outdoor parkers, hit up the restaurant and eventually ended up at a place called CP Aviation. Now apparently, they are still there (cpaviation.com), but I haven't been there since...well, a long time ago. I visited with a guy named Stuart, one of the instructors of the EMT class. What is EMT? Emergency Maneuvers Training, kinda of a stall/spin, unusual attitudes kind of thing. Hey that sounds like fun, it's 8 lessons of about a half hour each (that's all you can take lol). I planned with 'Ol Stu to come back next Sunday for my first lesson.

The next Sunday arrives, and we blast off out of Brackett headed to SZP. Upon arrival, the usual forms, little ground school and we go out to the ramp. There sitting there like she was ready to go was a late model (80's) Decathlon. Now I've never flown a Decathlon before, my buddy had a Citabria that I was in a few times but never a Decathlon. BTW, after this course I've never flown another again, I hated that airplane. Couldn't see a thing out of it for landing, no flaps on this one, so every landing seemed to me like a controlled crash. Had to wear a parachute so you felt like you were carrying a backpack while flying. But it flew upside down beautifully

and it spun like a top. Lesson one was a couple landings, a few stalls in the practice area, showed me a couple rolls, showed me how to stop upside down during a roll and then he says, let's spin it! Ok, stall it, stab a rudder pedal and there she goes. Break the stall, opposite rudder and in a little bit, she's flying straight and level again. This isn't so bad, I liked it. Did your mom ever tell you to be careful of what you wish for? Now the only thing left was to go back and land the thing.

I had a close friend, Mark, who used to fly with me a lot and he really was a pleasure to fly with, a pilot himself. Thank goodness he was with me on the subsequent lessons because the only CALM lesson was the first one. The next lessons went like this, take off, roll inverted down wind and follow a heading of 090 until we get to the practice area. Not sure if you like hanging from the straps.... you get used to it, I guess. We're now working on being precise, I want a 5-turn spin, I want a 3-turn spin, I want an inverted spin. Hold your altitude while inverted, blah, blah blah. This dude got more brutal each lesson while eating a breakfast burrito in the back seat!

Of course I wanted to succeed, so during the week I would take the trusty Stinson out and practice rolls, stalls, steep turns (it's a utility category airplane and legal for such things), we tried our hardest to spin it, but the best my beloved Bessie would do was a steep spiral. I'm not sure how these guys jump from airplane to airplane, and I know a lot of those kind of guys, but I'm not one of them. One lovely afternoon I forgot where I was, what I was in and did a perfect roll to inverted over the hills above Azusa. In about 2 seconds the engine quit and the vent tube on top of my engine turned into an oil drain and proceeded to cover my windshield in oil. Thank goodness airplanes fly just fine without an

engine running if you have enough airspeed. I rolled back level, the engine immediately started on its own. Of course, we couldn't see a thing because of the oil covered windshield. If you did a slip, it sort of moved the oil off to the right side of the plane. With much nervousness we made it back to Brackett and landed uneventfully. I was cleaning oil off the plane for months; it went into every nook and cranny it could. We never did that again in the Stinson.



I don't think I ever got rid of all the oil.

Lesson after lesson we went back to Stuart and CP Air, the Decathlon, and the breakfast burrito. Loops, spins, inverted flight, and all 8 landings were marginal. As much as enjoyed going up there, aerobatics is a limited thing for me. It doesn't last very long; half an hour is about right. Hence the duration of the lessons!

Final exam day, lesson 8. Besides demonstrating all that I had learned in the previous lessons, the capper for this event was 12 turn spin and roll out on a heading. He didn't want 11 ½ turns he wanted twelve. I will say it gets a bit sporty after around 5 turns and the world just keeps going around. The trick in that Decathlon, start correcting at 9 ½ turns (pick a landmark) and she will stop right at 12. No fanfare, no one was there but me, Stuart and Mark, no diploma, no certificate, nobody cared but me and my shaking legs.

Of all the training I have had, I will never forget those 8 lessons in Santa Paula, nor the Decathlon or Stuart. It was uncomfortable, uneasy, not pleasant, but strangely fun. We survived the whole deal and I'm convinced that this type of experience is extremely valuable! Wake turbulence comes to mind, evasive maneuvers, or just a plain unexpected event. Definitely was a confidence builder, I had another buddy raising 2 boys through aviation, he put both of them through a similar course at Redlands not too long ago. Denny Brown taught the course to his boys. I think about the experience even after 30+ years. Invaluable experience that I pretty much never want to do again but you should try if you haven't already!

Remember, a good pilot is always learning!

Spring is Here and So are the Birds!

By RAA Safety Officer, Larry Rice



Excitement is in the air now with Spring here and great flying weather. I am sure pilots in most other areas in the United States are wishing they were going to experience our flying weather during April and May.

As I began to think about our good fortune, safety started to be a flashing neon sign in my mind! At first, I thought it would be good to review weather brief topics such as approved methods and weather unique to So Cal. However, another topic surfaced of great concern, especially around KREI. **BIRDS!**

Why birds? What did they ever do to us? In fact, birds were an inspiration for manned flight according to history. Airplane wings were modeled after bird wings. Birds were a fascination to aviation pioneers.

Birds can also be a great danger to pilots! They can, and do, cause accidents, emergencies and damage to aircraft and pilots. We should all be familiar with the birds off the end of Runway 26 at KREI. The Citrus Reservoir is less than ½ mile from the end of this runway. It is a known bird attractant. Efforts have and are continuing to keep birds from landing and resting on the water in this reservoir. These efforts include the use of plastic balls. They help to mitigate the risk of a bird strike.

We now have another area of concern. North of our runway, in the Santa Ana River, water retention areas are being created to capture runoff and allow it to charge the water table. That is a good thing for our drought ridden area. The bad thing is that **BIRDS** are attracted to the water in this area. Not just small birds, but **BIG BIRDS!** Some geese have recently been spotted in the area. If you remember, it was a flock of geese that brought down “Sully’s” airplane.

Ok, now we know, what do we do about it? **BE AWARE!**

Migratory Bird Strike Activity

Bird strike risk increases because of bird migration during the months of March through April, and August through November.

The altitudes of migrating birds vary with winds aloft, weather fronts, terrain elevations, cloud conditions, and other environmental variables. While over 90 percent of the reported bird strikes occur at or below 3,000 feet AGL, strikes at higher altitudes are common during migration. Ducks and geese are frequently observed up to 7,000 feet AGL and pilots are cautioned to minimize flying at lower altitudes enroute during migration.

- The greatest potential hazard to aircraft because of their size, abundance, or habit of flying in dense flocks are gulls, waterfowl, vultures, hawks, owls, egrets, blackbirds, and starlings. Four major migratory flyways exist in the U.S. The Atlantic flyway parallels the Atlantic Coast. The Mississippi Flyway stretches from Canada through the Great Lakes and follows the Mississippi River. The Central Flyway represents a broad area east of the Rockies, stretching from Canada through Central America. The Pacific Flyway follows the west coast and overflies major parts of Washington, Oregon, and California. There are also numerous smaller flyways which cross these major north-south migratory routes. The Santa Ana River area through the City of Redlands is a smaller flyway that feeds into the Pacific Flyway. Our airport is located in a known migratory flyway.

Reducing Bird Strike Risks

The most serious strikes are those involving ingestion into an engine (turboprops and turbine jet engines), or windshield strikes. These strikes can result in emergency situations requiring prompt action by the pilot. Engine ingestions may result in sudden loss of power or engine failure. Review engine out procedures, especially when operating from airports with known bird hazards or when operating near high bird concentrations.

Windshield strikes have resulted in pilots experiencing confusion, disorientation, loss of communications, and aircraft control problems. Pilots are encouraged to stay alert and review their emergency procedures.

When encountering birds, if your airspeed allows, climb to avoid a collision. Birds generally dive to avoid collisions.

Bird activity is greatest at dawn and dusk. Be vigilant if you are flying in areas with bird activity during these times.

Avoid overflight of known areas of bird concentration and flying at low altitudes during bird migration. Charted wildlife refuges and other natural areas contain unusually high local concentration of birds which may create a hazard to aircraft. Avoid overflight of large bodies of water if possible as they are bird attractants. Landfill sites are another area where large birds can be encountered. We have three nearby REI. These include the Riverside County Lams Canyon landfill, City of Redlands California Street landfill and the San Bernardino County San Timoteo landfill.

Reporting Bird Strikes

Pilots are urged to report any bird or other wildlife strike using FAA Form 5200-7, Bird/Other Wildlife Strike Report ([Appendix 1](#)). Additional forms are available at any [FSS](#); at any FAA Regional Office. Strikes can also be reported online too. Go to: [FAA Wildlife Strike Database](#)

The data derived from these reports are used to develop standards to cope with this potential hazard to aircraft and for documentation of necessary habitat control on airports.

Reporting Bird and Other Wildlife Activities

If you observe birds or other animals on or near the runway, request airport management to disperse the wildlife before taking off. Also contact the nearest FAA ARTCC, FSS, or tower (including non-Federal towers) regarding large flocks of birds and report the:

- Geographic location.
- Bird type (geese, ducks, gulls, etc.).
- Approximate numbers.
- Altitude.
- Direction of bird flight path.

Pilot Advisories on Bird and Other Wildlife Hazards

Many airports advise pilots of other wildlife hazards caused by birds and animals on the runway through the Chart Supplement and the NOTAM system. The REI Chart Supplement warns of Coyotes and birds in the vicinity of the airport. Landing and departing aircraft colliding with birds and animals on the runway are increasing and incidents are not limited to rural airports. These incidents have also occurred at major airports. Pilots should exercise extreme caution when warned of the presence of wildlife on and in the vicinity of airports. If you observe birds or other animals in close proximity to airport movement areas, advise the FSS, tower, or airport management.

Flights Over Charted U.S. Wildlife Refuges, Parks, and Forest Service Areas

Conservation efforts at US wildlife refuges, parks and forest areas promote healthy populations of birds and animals. This increases the risk of bird and wildlife strikes. There are some rules at some of these locations that will keep pilots and wildlife safe.

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, or U.S. Forest Service without authorization from the respective agency. Exceptions include:

- When forced to land due to an emergency beyond the control of the operator.
- At officially designated landing sites; or
- An approved official business of the Federal Government.

Pilots are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service.

Please stay alert and share your experiences! I hit a bird, and it is not fun!



Awards, Endorsements & Ratings @ REI



Racquel (Rocky) Stephens

Private Pilot License

2/24/2024

CFI Mark Ciubancan

Racquel overcame many obstacles on her journey to earn her PPL. Her journey, documented below, is a story of hard work, perseverance and support. Congratulations Racquel and best wishes for many years of enjoyable and safe flying!

On Eagles' Wings – By REI Pilot, Racquel Stephens

It is said that while being “on Eagles’ wings” you are lifted up, supported, and risen to new heights. It has a connotation of strength for the weary, comfort that comes with the care and protection of offspring learning to fly, and reliance on someone else until you yourself are ready and able. The past three years were definitely that...a process of learning to soar, with a strong support system - such that I honestly would have not obtained my license without such a system.

My journey has been 3 years of learning to fly, which started with a crazy bet in Vegas to take a flying lesson!! I obviously lost the bet and took that lesson!

I have never been one to shy away from a challenge but being a pilot had never been in my future - until that first lesson out of KLGB over Long Beach Harbor. I was hooked. From there, being a school administrator, time was a challenge. I took lessons about once a month - until I figured out that was not going to get me anywhere. I increased the frequency little by little until I was flying regularly every Saturday and Sunday. This increased my momentum - until a series of events came that disrupted that momentum and produced lots of challenges and delays, including 5 flight instructor changes, two flight school changes, mechanical issues, weather delays, time limitations, and finally, a decision to move forward and take the future in my own hands. At this point, I was far too invested to leave things to chance - two and a half years in.

So....last July, I bought my own plane, a Piper Archer II, affectionately nicknamed the Twinkie after its “old school cool” white and yellow paint markings. I then found the BEST instructor, Mark Ciubancan, to help me finish out my license. He picked up where the other instructors left off and I soon learned that I had both gaps in my learning and bad habits to undo. With each previous instructor doing things a little differently, we had work to do. He was so

patient yet let me know exactly what I needed to help me unlearn bad habits, create new ones, and put me on the right track. After 5 months, he signed me off for my checkride!!

From there, I had gained momentum- my flying was getting dialed in, and I was studying almost every night.

My checkride day came - only to not be able to start the oral exam due to a technicality. Attempt #1.

The day before my next checkride date, I had a bad runup and the alternator was not responding - it had completely failed. We installed a new alternator, voltage regulator, and a new starter as well as a bonus. Attempt #2.

The day before my next checkride date, I had another bad runup. The RPM would not go over 2050. I would not be able to take off. It turned out to be a timing issue and I had to cancel my checkride. Attempt #3.

The day before my next checkride date, my examiner had to reschedule. Attempt #4.

Finally, after three months of reschedules, lots of stops and starts, patience, and some tears, my "real" checkride date finally came on attempt #5. I absolutely nailed my oral!! For my practical, I was so proud of myself - my landings were never better. I had some minor imperfections on a couple of maneuvers but all within standards and nothing of concern.

When we landed back at KCNO, my examiner drew a big happy face on his notes - I had passed and was finally a private pilot. It was the most amazing feeling of joy, humility, and gratitude for all those who had lifted me up over the years. Big shoutouts to:

- My amazing instructor Mark Ciubancan who had soooo much patience with me and pushed me to not settle for just "ok" flying but to be the best I could be. I am so grateful and admire him and know there is still so much to learn!
- My circle of friends - both pilots and non-pilots who encouraged me over three years to keep going and never give up.
- The 99's, including Diane and Jessica, who checked up on me once a month and made sure I was still moving forward with my progress.
- Trisha, my study partner from the 99's, tutored me until I was so ready for my oral - I blew my examiner away.
- The mechanics and hangar neighbors who helped get the plane in shape and checkride ready!
- My dad and biggest supporter.

My first big takeaway through all of this is that being persistent and consistent is key. Nothing happens without old-fashioned hard work and determination. The second takeaway is the importance of relationships. Learning is a conversation and a relationship. "People don't care how much you know until they know how much you care." The CFI has to be truly vested in both the student and the profession - it is so much more than just a job. I found that in my instructor. My success was his success.

To everyone who lifted me up and helped me soar on Eagles' wings – THANK YOU!!! See you in the skies!!!



Timothy Chambers

First Solo

2/23/24

CFI Barry Neumayer

Westwind Flying Club

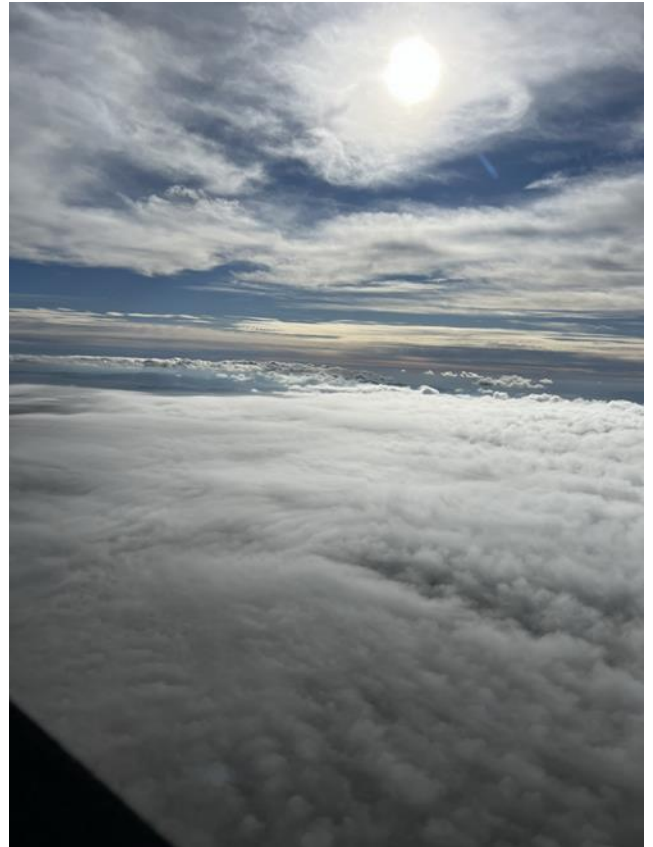
Tim, you are on your way to earning your Private Pilot's License. Way to go!



Flykrei Flyouts to Havasu, Mohave and Shoshone

By Walt, Sherry & Peanut

January Fly-out to Hangar 24 Lake Havasu - While everyone else was recovering from New Year's celebrations and / or watching the Rose Parade a group of fly-KREI pilots jumped in their planes and flew out to the annual New Year fly-out to Hangar 24 at Lake Havasu. There were 6 planes, 14 people that made the trip. The food was good, and the company was GREAT. The sky was clear except for a small cloud bank north of Thermal, and the air was smooth both ways.



February Flyout to Mohave Airport - The February 3, 2024 fly-out was to the Mojave Airport, and breakfast at the Voyager Restaurant. There were a few last-minute concerns, a NOTAM or the long runway being closed most of the day, plus some erroneous reports of heavy winds on the ground. Mojave tower is closed on weekends, so we made a call to LA center just before launch to confirm everything was good at Mojave.

Four planes flew from Redlands, over the mountains at different altitudes, 6500' – 8500'. The clouds tops were about 6000' in the valley but no clouds north of the San Bernardino Mountains. Going out we had a 25kt head wind with no turbulence. Landing at Mojave was on runway 26 with wind 7kt@270.

We had 5 planes and 10 people make the flight. Four planes from Redlands and one from San Luis Obispo. Brooklynne served us and did a great job. The food was good, and we all sat around afterwards for "pilot talk."

Back to the planes and the flight home. During the climb to 7500' we had a couple of light bumps then smooth all the way home with 15kt quartering tail wind. A few flew back east at 9500' with smooth reporting also. A good time, hope to see you next fly-out.



March Flyout to Shoshone

On March 9, 2024, the fly-out group flew to Shoshone for lunch. The fun part of going to Shoshone is parking a lot of planes on a ramp designed for 2 planes.



We had 12 planes make the flight, two came from Chandler AZ, a total of 22 people, a good turnout. We walked to the Crowbar Cafe for lunch. We had pre-arranged for our group, but the message never got to the café, so they were short staffed. The cook and waitress were very accommodating. Sherry Ferar and Virginia Ingraham stepped up and became servers for the group, thanks ladies.



Scott Shock did a great job on the photos. We didn't spend much time in town since it was getting late. We bought lottery tickets at the "lucky" market then headed to the planes. Everyone helped each other push out, we made an orderly departure one at a time being very careful not to dust anyone on startup.

A few of us flew up to see the new lake in Death Valley before heading home. A great time for everyone.

If you know someone that wants to get email notifications of our fly-outs, please have them send an email to flykrei@gmail.com

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 almost always 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



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CEO

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ALL_EQUIP@Yahoo.com Lisc; 1075309

RAA Board Member Volunteer Opportunities Available

Seeking volunteers to serve on the RAA board for a two-year term.
Must be a RAA member in good standing for a minimum of 8 months.

Requires attending one or two meetings a month.

You can make a difference at our airport.

Elections will be held in June.

If you are interested email Redlands.airport.association@gmail.com



Ads require paid RAA membership or donation. For more info email Redlands.airport.association@gmail.com

Redlands Airport Association

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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

Spring Fling Fly-In & BBQ – April 27, 2024

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?pagelid=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 t/c.

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

NOISE: Avoid noise sensitive areas S of arpt.

AIRPORT REMARKS: Attended 1600-0100Z. Self serve 100LL fuel avbl 24-7. Coyotes and waterfowl on and in vol 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.)

® **SOCAL APP/DEP COM** 127.0 (North-NE)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

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



Not for Navigation