



**6-30-24**

**Volume 11, Issue 2**

# **Redlands Airport Association**

## **Chapter of California Pilots Association**

### **Newsletter**

#### *The Mission of the RAA*

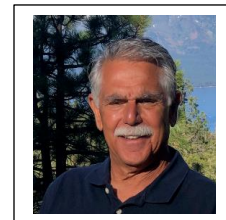
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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

#### **Highlights:**

Airport Updates	2
Banning Closure	8
Spring Fling Debrief	10
Aviation Day Fly-In	11
Toy Drive 2024	12
Air Show Memories	13
Things I've Seen	16
Congratulations!	14
Density altitude	17
FlyKREI Flyouts	19
And more....	

## **Observations & Comments**

**By RAA President Ted Gablin**



We asked members to contact the RAA when they perceived an unsafe issue involving potential conflicts between aircraft at REI and SBD. This practice began when operators began to take advantage of the Amazon air freight business at SBD. We have had quite a few reports from REI pilots, and I have had the opportunity to review almost all of them. It is clear that SBD is getting busy.

UPS did a great job communicating with REI pilots about the development of an RNAV visual approach to SBD Rwy 24. The approach path provided some separation from the REI traffic pattern. UPS shared the approach would only be when they could not land on SBD Rwy 6 because westerly winds exceeded the maximum tailwind limit for their aircraft. Unfortunately, the UPS approach is proprietary, and its use appears to be limited to their aircraft. Most of the incidents reported by REI pilots involve aircraft operating in or out of SBD that do not utilize the UPS approach.

SBD is used by a variety of operators. There are a few freight contractors that service Amazon at SBD. There are also large aircraft that utilize the maintenance, repair and operation businesses at SBD. US Forest Service (USFS) contractors at SBD operate large, fixed wing tanker aircraft. There is Breeze Airways traffic and general aviation traffic that sometimes overflies the REI traffic pattern area on the way to and from SBD. Traffic conflicts between SBD and REI aircraft are not limited to just SBD arrivals. Departing SBD traffic can also create conflicts.

Recently an REI pilot had a close encounter with a BAE 146 Tanker aircraft operated by a USFS contractor. This occurred in May and there were no fires in the area. The tanker was loaded with water for what appears to be a practice drop exercise in the high desert northwest of SBD. The winds were out of the west at 10 with gusts of 14-16 kts. The tanker pilot requested and was granted a runway 6 departure. At the same time, the REI pilot was departing on Rwy 26. The tanker left SBD class D airspace and entered the departure path of the REI pilot. Both pilots saw each other and reacted. The BAE 146 aircraft was TCAS equipped, and the system issued a resolution advisory. In the end the two aircraft came within 1700 feet horizontally and 300 feet vertically. That may sound substantial, but at their closure rate they were almost 6 seconds from an accident. The REI pilot drafted a detailed report of the incident, and it was forwarded to an inspector at the Riverside FSDO for follow-up.

Fortunately, both pilots reacted promptly and properly to avoid a collision and a wake turbulence encounter. That's important. A close encounter with a heavily loaded aircraft departing on SBD Rwy 6 with a significant westerly wind may have been considered unlikely. Why did the tanker pilot choose to takeoff with a heavy load with a significant

tailwind and head directly towards a moderately busy GA airport? The tankers heavy load undoubtedly impaired its climb rate and maneuverability. Why did the SBD tower controller grant the takeoff runway request? These are things the FAA inspector will probably investigate.

SBD will be getting surveillance equipment sometime in the next 24 months. I wish it were sooner as this incident could have been avoided. Surveillance equipment will help their tower controllers see what is happening in and around REI so they can advise SBD arrivals and departures.

I would be very happy if this never happened again, but the reality is the SBD traffic is not going away. I think it's important to share this incident as it helps raise our awareness. Please be vigilant for SBD traffic. Please use all the tools we have available to avoid conflicts. Use your eyes, monitor SBD tower and use an ADS-B receiver to get visibility of traffic in and around REI.

## Airport Updates

### **The FAA Reauthorization Bill is Signed into Law**

On May 16<sup>th</sup> President Biden signed the "Securing Growth and Robust Leadership in American Aviation Act" into law. This bill is more commonly referred to as the FAA Reauthorization Act of 2024. This 1,000-page bill is a comprehensive piece of legislation that authorizes and funds FAA programs and policies through 2028.

The House of Representatives passed its version of the FAA reauthorization bill last July and the Senate Committee on Commerce, Science, and Transportation approved its version of the bill in February this year. Since then, the house and senate negotiated over both versions of the bill. With numerous additions and amendments, in early May they reached an agreement on the bill. Most of what is in the bill is of positive impact to General Aviation (GA). The biggest disappointment is the last-minute amendment added to close Banning airport. Please see the article in this newsletter on page 8 about the pending Banning Airport closure.

Here are a few good things contained in this bill that affect GA:

- Authorizes \$4 billion a year for the FAA's airport projects program, an expansion from the current \$3.35 billion annual spending level. Most of this increase will go toward funding for GA airports, where the \$670 million funding will rise to \$1 billion each year.
- Provides \$34 million per year in the small airport fund for construction of itinerant and transient GA parking.
- Protects U.S. civil aviation interests by rejecting the permanent closure of any grant-obligated airport unless the closure will not significantly impair the aeronautical purpose of an airport.
- Directs the Government Accountability Office (GAO) to conduct a study on the efforts of FBOs to meet their commitments to improve the online transparency of prices and fees for all aircraft.
- Expands Basic Med to allow an Increase in weight of a covered aircraft from 6,000 to 12,500 pounds, increases the number of allowable passengers from 5 to 6, and increases the allowable number of seats from 6 to 7. This section also allows the FAA to employ the third-class medical exam form a state-licensed physician uses in completing a comprehensive Basic Med examination. These changes become applicable 180 days after the bill is signed into law.
- Establishes a Aeromedical Innovation and Modernization Working Group to review the FAA's medical processes, policies, and procedures and make recommendations to the FAA to improve timely certification of airmen and the special issuance process.
- The bill directs the FAA to develop an "Airman's Medical Bill of Rights" that details the rights of an individual before, during, and after a medical examination conducted by an AME. The FAA must develop and make available a document to explain standard procedures performed during an exam by an AME.

- The bill requires the FAA to take actions to reduce and maintain the aircraft registration and recordation backlog so that on average, applications are processed no later than 10 business days after receipt.
- Expands the Letter of Deviation Authority (LODA) exclusion statute for experimental aircraft by covering limited and primary category aircraft. The LODA was an FAA-imposed requirement for flight instructors, registered owners, lessors, or lessees of an aircraft to allow, conduct, or receive flight training.

### **It's Official! – FAA Receives Mandate to Install Surveillance Display in SBD Tower**

The FAA Reauthorization Act of 2024 also includes language requiring the FAA Administrator to quickly certify if towers in the FAA's contract tower program have a Standard Terminal Automation Replacement System (STARS) display. The STARS display includes both terminal radar and ADS-B data to help controllers see traffic. The bill language requires the FAA Administrator to ensure that federal contract towers like SBD have the minimum equipment needed to function, which includes the STARS display. Under the bill, the FAA must install any needed displays into FAA contract towers within two years of the bill's enactment. So, the FAA is now on the clock to install surveillance display systems in contract towers like SBD.

How did this happen? **The RAA** raised the visibility of the lack of surveillance equipment at SBD with Representative Pete Aguilar's office. His aides, Mott Tovar, Constituent Services Representative, and Elise Sugarman, Legislative Director, have been extremely helpful in getting visibility of this issue raised to a point that led to this requirement being addressed in the bill. Mark Gibbs, SBD Director of Aviation, AOPA and certain FAA personnel were also very helpful in getting the visibility of this issue raised. A couple of well written online news articles also helped.

Representative Aguilar met with FAA Administrator Whitaker about SBD's need for a surveillance display system. The Administrator referenced the FAA bill language directly and that the FAA will be working on getting STARS displays installed. He said it will take 18–24 months to install all of display systems in contract towers. Administrator Whitaker said SBD would be a priority contract tower to get the surveillance display system. Representative Aguilar's office will be following up Whitaker's staff to see if they actually have a list of priority towers and where SBD is on that list. Rep. Aguilar asked what metrics the FAA uses to determine if the tower is a priority to receive a display system and they said it's based on existing data and the airport's growth trajectory.

We will keep all advised as to the progress being made to get SBD tower the required surveillance display.

### **SBD-REI SBD Airspace Change Update**

A 3-day FAA Safety Risk Management Panel (SRMP) zoom call was scheduled for May 7<sup>th</sup>-May 9<sup>th</sup>. On May 1<sup>st</sup>, REI participants Ted Gablin, Tom Jones and Airport Supervisor AJ Lawson received a meeting cancellation notice. The FAA organizer shared "it will be rescheduled at a future date." They also shared "discussions are continuing on the National Airspace change and impacts on Air Traffic Facilities." This meeting was originally scheduled in February. It was cancelled and rescheduled to the May date. Packages shared with both Zoom call invitations give us an idea of the airspace change the FAA would like to make.

Please keep in mind this is preliminary information and subject to change. The FAA is proposing an expanded SBD Class D. The ceiling will be raised 500' to 3700'. It will also have a shelf that extends east over the REI runway and a large portion of our traffic pattern area with a floor of 2600' and a ceiling of 3700'. The other modification they are proposing is a class E extension of the class D from the surface to 3700'. It extends from under the shelf to about 2 miles east of REI. It also goes south of REI. The class E extension is the most impactful to REI. It mandates the use of SBD weather to determine if we can operate VFR. It will also be the end of our class G and its less strict VFR visibility requirements. Our Class G exists over REI from the surface to 700'. The other impact of this is without some type of waiver we won't be

able to operate the ½ dozen or so 103 ultralight aircraft at REI. A more detailed writeup of the proposed change is included in the [RAA March 2024 Newsletter](#)

A new IFR approach developed for SBD Runway 24 (see next update) may be a reason why the FAA wants an airspace change that requires REI to use SBD weather. It would not be good for REI to be operating VFR when SBD is operating IFR with that approach in use.

The FAA is not soliciting user input on this change. Airport Supervisor AJ, REI Pilots Tom Jones, and Ted Gablin are listed as invitees on the airspace SRMP as Subject Matter Experts (SME's) for Redlands. They don't get to vote on the change as do others that are "panel members." Their role is limited to providing technical guidance relating to REI and pointing out potential safety related issues regarding the proposal that may have been missed. Participants involved in the SRMP are not supposed to debate the change, just the risks associated with the change. If a modification is proposed that can reduce a risk, it may be considered for implementation.

Some things that we would like to see changed in the current proposal include getting a waiver for 103 aircraft at REI. We would also like to see the class E to the surface trimmed to a smaller area, which could result in REI retaining a class G corridor for departures and arrivals. Please remember that all airspace changes are law and eventually there will be a Notice of Proposed Rule Making (NPRM) on the airspace change with a comment period. Please be ready to comment when that occurs.

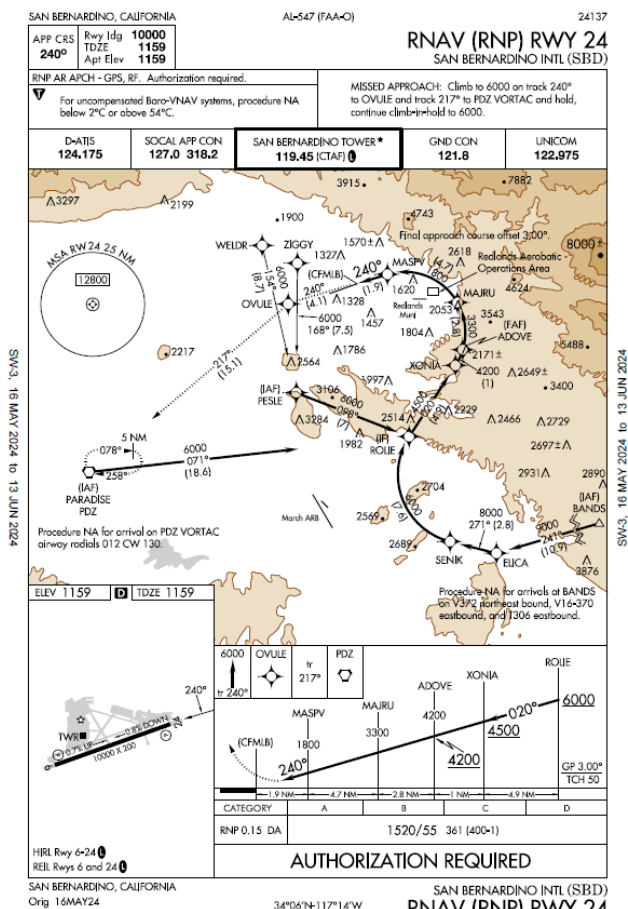
## New SBD RNAV (RNP) RWY 24 IFR Approach

SBD has a **new IFR approach** to Runway 24. It was published on May 16<sup>th</sup>. It's different than the SBD RWY 24 Visual approach as it can be used in IFR conditions. It does share some of the waypoints of the visual approach. This approach is public. You can find a copy on your favorite flight planning software.

Please don't go out and try to fly it. It does require special equipment and prior FAA authorization. This approach will probably be approved for use by certain air transport (Part 121) carriers that service SBD.

The SBD RNAV RWY 24 Visual Approach was the subject of 3 separate FAA Safety Risk Management Review panels. The last one lasted over 4 days. Perhaps since risks identified in the SRMP have been mitigated a follow-on IFR approach was not viewed as a problem for implementation.

Our AOPA air space contact shared that some carriers may not want to use this IFR approach because of liability concerns. The approach track does go through elevated terrain east of REI with minimal clearance.



### **Update on Two New California Bills with GA Impact**

We wrote about these two bills in our January newsletter, discussed them at our monthly RAA meetings and sent out emails to members requesting them to write to their State Senator to oppose them. Here is an update on these two new bills working their way through the California Legislature that will be impactful to general aviation:

SB 1193 Bans Leaded Avgas - State Senator Menjivar authored this bill to ban leaded avgas in California. Menjivar represents the Pacoima area. CA SB1193 Bans Leaded Avgas - This bill was revised on April 11<sup>th</sup>, May 16<sup>th</sup>, and on June 16<sup>th</sup>. The current version of the bill moves the California deadline for banning leaded avgas to January 1, 2031. This better aligns with the 2030 FAA mandate. The amended bill also is silent about implementing the ban in disadvantaged communities first. The bill will still need to be voted on by the legislature and approved by the governor.

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. This bill was set for hearing on April 9<sup>th</sup>. The request for hearing was cancelled by the bill's author CA Senator Stern for unknown reasons.

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

### **Coyote Aviation Lease Dispute Update**

In April, Coyote principal Gil Brown shared things are going well. He admitted the city's eviction of their tenants was a giant inconvenience, but since this action has occurred, there is relief knowing they no longer have the stress of anticipating a surprise eviction. This has allowed him to concentrate on their legal case.



Coyote has drafted a new complaint against the City of Redlands. Gil shared It is assertive and persuasive. It will likely go first to the City of Redlands and then be filed with the San Bernardino County Superior Court.

Gil has also shared Coyote's appeals have made progress. They requested the court to accept their 57-page "brief". They have also requested the court to combine their two filed briefs. If allowed, that will be more good news. A decision about this will take time. Gil believes the delay may help because the unresolved dispute will move closer to the elections for two Redlands City Council positions. Mayor Eddie Tejeda and Council Member Jenna Guzman-Lowery are both seeking reelection. Gil shared neither of them has ever expressed interest in hearing from Coyote Aviation, likely because they have been advised by their counsel not to engage.

Gil has recently shared that maintenance of the Coyote complex has been neglected since tenants were evicted. The concrete ramp has become weedy and sandy, and three of the six security lights are not functioning. He expressed sadness and disappointment in the city's apparent lack of care for the facility. "That maintenance is what I did," Gil said. "There is obviously no one doing that job now. Still, I will always have pride in what the Salibas and we built and in the modest business we ran for a quarter century."

Gil and those at Coyote hope that the City Council and city staff will someday recognize the large part they caused in the dispute by making the original termination date error in the contract, and by refusing to ever allow Coyote the opportunity to provide facts that could have changed City Council's decision to terminate Coyote's tenancy. "Such recognition will be the first step in ending the lengthy disagreement," Gil added.

## **San Bernardino Valley College Aeronautics Students & Faculty Visit REI**

San Bernardino Valley College (SBVC) has an Aeronautical Department. It has been in existence for over 70 years. There are many people that have benefitted from these courses using them to obtain a private pilot license, an instrument rating, aviation mechanic certificate and a few other aviation related certificates and/or associate degree. The SBVC Aeronautics Department has launched a rewarding aviation career for many people.



Current classes offered at SBVC have included Flight Operations, Flight Operations and Management, Aviation Maintenance Technician (airframe and powerplant), and Avionics Technology. Other aeronautics classes have been held over the years including flight attendant training and flight instruction. All aeronautics classes are currently held on SBVC campus but years ago some classes were held at Flabob and Rialto Municipal Airport.

Larry Rice is known to many as a longtime CFI and the RAA Safety Officer. He has also been an adjunct instructor at SBVC since 1978. He has also obtained his airframe and powerplant certificate at SBVC.

Because of his CFI experience he has primarily taught flight operations classes that prepare students for private pilot and instrument exams. He loves to share his aeronautical knowledge with his students, and he does not limit his instruction to the SBVC campus.

Larry and his wife Ruth are always willing to share aviation with students at their hangar at REI. Over the years they have hosted airport visits with preschoolers and kindergarteners. We have highlighted some of these visits in previous RAA newsletters. Additionally, over the last 4 years, the Rice's have opened up their hangar to SBVC aeronautics students, staff members and their families for an end of spring semester celebration. The celebration includes a barbecue and airplane rides.

Many of the SBVC students have never been in a small aircraft. Experiencing a real preflight check and a short flying experience is a huge incentive for students to continue their studies so they can become the next generation of pilots and aircraft maintenance technicians.

On June 1<sup>st</sup>, Larry and Ruth hosted approximately 100 students, staff and their families over the course of the day. They enjoyed hamburgers and hot dogs along with hangar talk seasoned with a sprinkling some real aviation instruction.

Approximately 70 of their guests were taken for plane rides in the Rice's Archer, piloted by co-owner Tony Talamantes, the Redlands Flying Club Archer piloted by SBVC A&P student Paul Adams, V tailed Beechcraft owned and piloted by Ben Shaffer, an SBVC A&P student, and Cessna 150 owned by Patrick Miller from Riverside airport. It was a very rewarding experience for many of the guests as most had never experienced a ride in a small aircraft. It was a great day at the airport for Larry and Ruth's SBVC Aeronautics Department guests.

Thanks Larry, Ruth, Paul, Tony, Ben and all others involved for making aviation real for these students.



**Tenant Hangar Inspections**

At the May 16th AAB meeting, Redlands Airport Supervisor AJ shared that hangar inspections are complete. He said only concern voiced by the Fire Marshall involved shelving units over 6' in height. If you have any of these, they would like them to be anchored to the wall to prevent them from falling over.

**Redlands Airport Advisory Board (AAB) Activity**

There have been four new members that have volunteered and been selected for the board this quarter. They replaced 3 members that have resigned and one member that was told by the city that his term would not be renewed. Here is a quick summary of the meetings:

April 18<sup>th</sup> New board members Amber Harrison and Val Dotchkov were introduced. The board voted to conduct the May meeting in the REI lobby.

May 16<sup>th</sup> The board met in the REI lobby. The meeting was well attended by the airport community. Six of the seven board members were present. One of the new board members selected by Redlands City Council, Richard Jones, was not present. New board member Michael Allen was introduced. All board members gave a short bio of their backgrounds. Most are well credentialed. There was a good discussion regarding public agency use of the west ramp. Former board member Thomas Cook gave a good public comment about board member responsibilities. Jason Golembeski shared they will hold meetings quarterly in the lobby.

June 20<sup>th</sup> New board member Richard Jones was introduced. Airport supervisor AJ Lawson gave an update on field maintenance issues. He announced that the REI's fairly new precision approach path indicator was found to be misaligned. A NOTAM has been issued indicating it is out of service. AJ also reviewed his efforts to secure FAA grants. He also discussed some of the content contained in the recently completed Wildlife Hazard Assessment for Redlands Airport. This assessment was funded by a \$98K FAA grant. There was additional discussion on public agencies' usage of the airport facilities.

The AAB acts in an advisory role to the Redlands City Council on all things related to the airport. Board members volunteer for a 4-year term. They are selected by Redlands City Councilmember tasked with that duty. Most of the board members have some type of aviation experience. Some are RAA members as well as they share the desire to protect and improve REI. 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 usually 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:

Robert Pearce [rpearce898@aol.com](mailto:rpearce898@aol.com)

Jason Golembeski [Jasongolembeski@gmail.com](mailto:Jasongolembeski@gmail.com)

Dennis Nodine [dennis.nodine@gmail.com](mailto:dennis.nodine@gmail.com)

Val Dotchkov

Amber Harrison

Michael Allen [michaelallen41@att.net](mailto:michaelallen41@att.net)

Richard Jones

# City of Banning Gets the OK to Close Banning Airport

RAA President Ted Gablin



As mentioned on page 2 of this newsletter, there were numerous amendments added by Congressmembers and Senators to the final version of the FAA Reauthorization Act of 2024. The amendments are part of the normal process to gain the bipartisan consensus necessary to get a bill passed. Especially one that costs \$105 billion and funds the FAA until 2028.

One of the amendments submitted was authored by US Senator Alex Padilla, D-CA. The amendment gives the City of Banning the legal right to close the Banning Municipal Airport (BNG). Here is a link to the amendment: <https://www.congress.gov/amendment/118th-congress/senate-amendment/1922/text>

Padilla's amendment replaced another amendment in the bill about BNG that required a GAO study of retaining the airport. Alex's well-planned amendment was added to the bill a few days before the senate vote. The senate vote was a day before the FAA temporary budget expiration. There was significant pressure to get the bill passed so this amendment really was not challenged.

Alex's amendment has some conditions that must be met to allow the closure. It requires the City of Banning to repay any unamortized grants. This may affect the \$150k grant the City of Banning agreed to transfer to the City of Redlands for REI. The City of Banning will need to repay the Feds at current market prices, for 20 acres of land given to the city for the airport in 1983. Finally, the city will need to redistribute all salvageable airport and aviation equipment to other CA airports.

The City of Banning commissioned a study to look at closing BNG in 2016. The study concluded: "The airport lacks the necessary infrastructure and demand to remain viable and has become a financial drain on the community." The study also found that closing the airport "would unlock significant economic potential for the city, paving the way for



transformative development and job creation in our region.” After the study was published, the city put the airport on a path to closure. They did minimal maintenance and provided few services to the aviation community. Many of the city owned hangars fell into a state of disrepair that did not allow their use. It was reported in 2020 by the Banning Record Gazette that BNG has only 30 of their 55 city owned hangars leased. The remaining 24 hangars cannot be leased because of their dilapidated condition.

The Morongo tribe wants the airport closed too. They have reservation land they claim cannot be developed because of its proximity to the airport. Hillwood, A Perot Company, is the developer with an exclusive development contract with the City of Banning for the future airport property development. Both the Morongo tribe and Hillwood certainly have enough financial motivation to help bankroll the 20-acre land repayment if the City of Banning can't secure the funds.

A recent article in AvWeb about the closure quotes Senator Padilla justifying the basis for his amendment. He said, “For too long, the Banning Municipal Airport has been a financial drain on the community, preventing redevelopment and economic growth. Now, after years of work, the city of Banning and Morongo Band of Mission Indians can finally unlock untapped economic opportunity blocked by the airport. This is a significant milestone for the city and tribe—and a major step toward creating good new jobs for local residents.”

AirNav shows the City of Banning reports 22 single-engine aircraft, two multi-engine aircraft and one helicopter based at the airport. They also estimate 105 operations per week—75% of which are transient. Many in our local GA community will blame the small number of based aircraft on the City of Banning's willful neglect of the airport.

The fact that the city has not maintained hangars that can generate significant revenue to support the airport is a clear example of this neglect. Even more disturbing is over the last few years city officials and staff have made numerous public statements in the press complaining the airport is a financial liability to the taxpayer without acknowledging their own mismanagement of the airport. Undoubtedly these statements were made because city officials had other plans for the property.

BNG has been a tremendous asset to pilots based in the LA basin. Many times, BNG is VFR on days when the marine layer is blanketing the LA basin and has served as an alternate for pilots needing the weather to clear. It has also been used as a firebase for firefighting helicopters when wildfires occur in the mountains north and south of the airport.

There is one person at KBNG we have seen actively fighting the closure over the last few years. His name is Harry Sullivan. He has fought a good fight to save the airport and he is not giving up yet. Harry is working with a group of longtime citizens that are not happy with the direction of their city government. The airport closure attempt is not their only grievance. They are seeking city council changes through the ballot box in November. There are 4 council members of the 5-member council up for reelection. They are hoping to get airport friendly candidates elected. If they can get 3 or more council members that are airport friendly, they believe they can stop the closure.

A “Meet the Candidate” Fly-in at BNG is an idea being discussed. The fly-in will be advertised to the community and the fly-in will be a way to get the community to the airport. The event will also serve as the venue for candidates to solicit campaign contributions from Banning voters. We will share information about this fly-in as that is something RAA members should support and attend.

We really appreciate Harry's diligent efforts to save Banning. **Thank you!**

# Redlands Airport April 27<sup>th</sup> Spring Fling Recap

RAA Secretary Cindy Gablin



The RAA's April 27<sup>th</sup> Spring Fling went well. We barbequed hamburgers and hot dogs served with potato salad, chips, cookies and soda. We had enough food for 76 people, and it all sold in a couple of hours.

We had some fly-in traffic and Russ Clyde was on hand to sign off those pilots that displayed their aircraft for Historical Aircraft Display Day. I believe he signed off 7 planes.

We spent about \$430 for the event which included food, supplies, and insurance. Our proceeds were \$697, so a net of \$267. Great show!!! Although it is nice to actually have a profit for a change, it was more about getting people to participate in an event at the airport.

I want to thank all the volunteers! Daniel Turner, Gil & Carol Brown, Allen Thoe, Sherry Ferar, Russ Clyde, Bob & Lynn O'Connor, Phil Ensley, Tony Digati, and Ted. Thanks also go out to Walt Ferar for the great photos, some of which are displayed here. You all helped make the event successful.



# **RAA National Aviation Day Fly-In & Pancake Breakfast August 24th, 2024**

**RAA Secretary Cindy Gablin**

In 1939, Franklin Delano Roosevelt issued a presidential proclamation which designated the anniversary of Orville Wright's birthday to be National Aviation Day which is observed on August 19<sup>th</sup> each year. This is to celebrate the history and development of aviation. Orville Wright, who together with his brother Wilbur, made significant contributions to powered flight.

The proclamation directs all federal buildings and installations to fly the US flag that day and encourages citizens to observe the day with activities that promote interest in aviation.

This year, National Aviation Day is on a Monday. The RAA would like to celebrate the day with a fly-in event on Saturday, August 24<sup>th</sup>.

We are planning something similar to what we did for the RAA Spring Fling. Since August is usually very warm, we are planning to have the event from 7:30-11:00. We are inviting people from the community and from other airports to come to Redlands Municipal Airport. We will be serving pancakes, sausage, coffee and juice for a very reasonable price.

In addition to that, we will be hosting another Historical Aircraft Display Day. For those of you that don't know, if you have an aircraft of historical significance, which is 35 years or older, you may be able to participate in Historical Aircraft Display days to qualify for a property tax exemption. There are conditions that must be met, and you can read about it at this link: [Aircraft of Historical Significance Exemption – Property Tax – California State Board of Equalization](#)

As always, we will be looking for volunteers to help on August 24<sup>th</sup>. We will be discussing more on this in the next few months. Please mark your calendars to come out to the airport that morning and enjoy your fellow pilots, friends and family.

## **Redlands Airport National Aviation Day August 24, 2024**



### **Fly-In and Pancake Breakfast Historical Aircraft Display Day**

**Redlands Airport Public Lobby  
1745 Sessums Drive Redlands  
CTAF 123.05**

**Public Welcome!**

**Pancakes, Sausage, Coffee & Juice Available for Purchase  
7:30 – 11:00 am or Until the Food Runs Out**

**Hope to See You There!**

**[redlands.airport.association@gmail.com](mailto:redlands.airport.association@gmail.com)**





# Save the Date! - Stuff a Plane Charity Toy Drive December 7th, 2024

**RAA Secretary Cindy Gablin**

As we have done for the last 3 years, the RAA will be hosting the Stuff A Plane Charity Toy Drive to support The Salvation Army San Bernardino Corps. We will have the event on the first Saturday of December, which will be the 7<sup>th</sup>, from 9am – 2pm. We will be inviting the local community to come to the airport and donate a new unwrapped toy. We will be preparing a pancake breakfast in the morning and a burger/hot dog lunch in the afternoon for a reasonable price. In addition, we will have LifeStream blood mobile on hand and a Historical Aircraft Display. We will also have some flight simulators set up in the lobby and have Santa visit with kids.

We really would like to get the flight schools and flying clubs to participate. This is a great way for them to promote aviation and their business. Learn to Fly LLC, Redlands Flying club and Mission Flight Academy may want to promote their clubs/business. If not, maybe a flight school at one of the other airports would like to join us.

As for collecting toys prior to Saturday, December 7<sup>th</sup>. We will be looking for places/organizations that will host a toy collection box. We want to start collecting toys at the beginning of November until approximately Monday, December 2<sup>nd</sup>. We really want to hit up those places/organizations that have done well in the past.

I am asking everyone to start thinking about our drive and maybe help contact some places that would host a toy collection box. Some examples are service clubs like Rotary, Elks, American Legion, Veterans of Foreign Wars etc. How about some day care centers, churches, schools, clubs, or where you work? If anyone has contacts at any of these places, please ask them if they would consider participating in our toy drive. We had car/jeep clubs collect toys for us as well. Please give this some thought. We will also be looking for volunteers to place collection boxes and to help out on the day of the event.

Please tell your friends and family to save the date to join us on December 7<sup>th</sup>, bring a new unwrapped toy and enjoy the airport.



## Airshow Memories

**RAA Director Tony Digati**



Summertime was always airshow time. From mid-May until August, almost every weekend there was an airshow somewhere. I'm sure they were all over the country but just somewhat locally there was: Watsonville, Columbia, Georgetown, Lompoc, Santa Paula, Nut Tree, Castle and of course the granddaddy of them all was the Moonlight Fly in at Porterville.



These were camp under the wing kind of deals, arrive Friday and leave sometime Sunday. We got good at under the wing camping and what to bring or not bring depending on the event.



*Porterville 1991*

Watsonville was put on by the city and had all the usual vendors for food and such.

Columbia had hot showers, ice machines, a grass strip to play on and a couple of restaurant/bars that were within walking distance. A whole another story there.





*Larry & Joannie Columbia*



*Art & Tony Columbia*

Georgetown was the annual Swine Tasting and BBQ, they roasted a whole pig for a small donation on Saturday night. If you've never been there, it's a postage stamp surrounded by 200 ft trees, maybe 15-20 airplanes are all that would fit! A total blast that one was!

Lompoc was the annual Cub fly in, they let me in as an honorary member with my Stinson! Flour bombing, spot landings and the usual airplane play. Motel on the field made this one wife friendly!

Porterville, oh my gosh what a show they put on every year. There were so many planes there, that every one of those grass islands along the taxiway was full of planes camping, not a spot on the ramp to park. Vendors everywhere and literally thousands of people there after dark. I fully believe it was the biggest event of the year for the city. Food, bands, dancing, drinking all the usual things after it got dark.....



Before it got dark and before the drinking started, it was fly-by time. Oh man there were 10-15 guys in the pattern all doing fly-bys! Everything from Cubs to Twins. Some good ones, some not so good. ***What could possibly go wrong?*** One of my friends, Harvey, had a Turbo 210 and from my experience he holds the record 10 feet off the runway, gear up, as fast as that thing would go. It was beautiful.



There were Mustangs there (not the show ones just an ordinary P51), T-6's, Stearmans, Electra's, the occasional Spartan Executive (I believe he was out of Santa Paula), every airplane imaginable, mostly used as nothing was new in the 90's! They had display shows and judging if you were into that sort of thing. It was airplane Disneyland for that weekend in June.

And then, they all disappeared, not sure what happened or why, but one by one they were gone. Oh sure, the military still puts them on. There are others held on occasion too. I saw an advertisement that a fly-in at Lompoc for Cubs still happens. But many of the rest are history, like the Reno Air Race.



Most likely costs, liability, insurance and apathy are the reasons. Heck, it cost the RAA \$80 for insurance for a burger lunch a couple months ago that lasted 4 hours! Can you imagine 300 airplanes and a couple thousand people drinking at Porterville??? I don't remember any serious accidents at any of these for the many years that I went to them. Oh, sure there were probably a few scraped wings, a couple of wild and wooly landings on the grass, a couple of arguments during the fly-by extravaganza but certainly nothing serious. Apathy is probably the biggest reason because I believe if there is a will....there is a way. Nobody seems really interested in that sort of thing anymore. I guess, anything you want is on TV, phones, endless YouTube videos and social media probably took its toll as well.

Heck it's on Facebook don't have to go in person!

**I liked it better before.**

# Things I've heard, Things I've done, and Things I've seen!

By RAA Treasurer Bob O'Connor *"Licensed to Learn!"*



The longer we associate ourselves with aviation, the more we see, the more we do, and the more we hear about in the arena of simply dumb mistakes. With regret, some of these outcomes are or can be tragic. While some just have us ask ourselves, "was I that dumb and survived?" I would like to share some of these events that I know about as hopefully we all can learn something from them.

In 2004, a Bushmaster 2000 (Ford Trimotor replica) crashed on takeoff injuring the crew due to a gust lock in the form of a strap tying the rudder to the left elevator still in place. All due to lack of a walk around.

A few years later, yours truly was to take some folks flying. I had done a preflight the night before and for an odd reason left the pitot cover on. So, if you guessed the take-off run didn't last long, you'd be right. All due to lack of a walk around!

On July 24, 2021 Dale Snodgrass, A very experienced military and civilian aviator tragically perished during an attempted takeoff due to a control lock not being removed. All due to lack of a walk around.

A few years ago, two guys I know were departing from a high desert airport. They nearly ran out of runway because they didn't have a clear idea of how much runway they were going to use. Oh yeah! They had plenty of runway if *the brakes were not dragging!* Since having no idea of how much runway they were going to use normally, they had no idea something was not normal. I was in the right seat that day. I now pick my point to abort every flight and at every airport.

Not that long ago at a fly-out event I heard about a pilot that came close to disaster for the same reason. The pilot didn't know how much runway was needed; therefore, they didn't know something wasn't right when more than needed runway was used!

A father and son returning to their home airport, established on a really long final, talking away, failed to notice the gear horn blaring when the throttle was retarded, and the landing gear was still in the "expensive position" Up!

At another event two aircraft were seen taking off with oil doors open. No walk around was done for sure!

This writing is in no way intended to condemn or point fingers, but just to mention mistakes observed and in some cases have done myself so we might all learn and avoid.

## ***Let's All Fly Safe Out There!***



## Is Our Altitude Dense Enough to Fly !

**By RAA Safety Officer, Larry Rice**

*Partial Reprint of Density Altitude Article from AOPA*



It is summertime and time to fly to our favorite airports and discover some new ones. Most of us look for places to sight see and maybe even get a little cooler. Great times! I often hear pilots discussing their airplane performance numbers. We talk about true airspeed, indicated airspeed, groundspeed, wind speed, climb rates, descent rates, glide distance, takeoff and landing distances. Oh yes, emergency landing spots and fuel consumption!

### Density Altitude is a Performance Number That Is Almost Never Talked About!

Yes, this is also a performance number. It affects engine performance, climb performance, runway landing distance, runway takeoff distance and others.

### What Is Density Altitude?

Density altitude is pressure altitude corrected for nonstandard temperature. As temperature and altitude increase, air density decreases. In a sense, it's the altitude at which the airplane "feels" its flying.

### How Will High Density Altitude Affect Flight?

On a hot and humid day, the aircraft will accelerate more slowly down the runway, will need to move faster to attain the same lift, and will climb more slowly. The less dense the air, the less lift, the more lackluster the climb, and the longer the distance needed for takeoff and landing. Fewer air molecules in a given volume of air also results in reduced propeller efficiency and therefore reduced net thrust. All these factors can lead to an accident if the poor performance has not been anticipated.

I have always wondered if we really understand density altitude, but equally as important is do we know how to calculate DENSITY ALTITUDE and do we know how to apply the results of our calculation to our aircraft performance charts. Now is a perfect time to review!

### Calculating Density Altitude

In today's world density altitude is much simpler than in the past when all we had to use was our Trusty E6B computer. Today we have handheld electronic calculators, EFB's, tablet applications and many airplanes today have equipment that easily make the calculations for us. We also have at many airports signage which advises of current density altitude and of course ATIS may report density altitude.

If you are a math geek or you don't have a calculator there is a quick and dirty way to calculate density altitude.

***Density altitude in feet = pressure altitude in feet + (120 x (OAT - ISA temperature))***

***Pressure altitude*** - Determined by setting the altimeter to 29.92 and reading the altitude indicated on the altimeter.

***OAT*** - Outside air temperature (in degrees Celsius) at your airport.

***ISA*** - Standard temperature (in degrees Celsius) at your airport's elevation. Standard temperature is 15 degrees C at sea level. It decreases about 2 degrees C (or 3.5 degrees F) per 1,000 feet of altitude above sea level. The standard temperature at 7,000 feet msl, therefore, is only 1 degree C (or 34 degrees F).

For example, the density altitude at an airport 7000 feet above sea level, with a temperature of 18 degrees Celsius and a pressure altitude of 7000 (assuming standard pressure) would be calculated as follows:

- $18 - 1 = 17$
- $17 \times 120 = 2040$
- $2040 + 7000 = \mathbf{9040}$  feet Density Altitude.

This means the aircraft will perform as if it were at 9,040 feet.

Test Yourself!

- Big Bear Airport with the temperature at 29.5 degrees C
- Catalina Island at 32 degrees C
- Redlands Airport at 37 degrees C

## Tips for Flying in High Density Altitude Areas

- Fly in the evening or early in the morning when temperatures are lower.
- Call a local instructor at your destination airport to discuss density altitude procedures at that airport.
- Before flying to a high-elevation airport, know whether your aircraft climbs more efficiently with the first increment of flaps. Many aircraft do, but results vary, and that first notch of flaps may add more drag than lift.
- Be sure the aircraft's weight is below 90 percent of maximum gross weight.
- Don't fill the tanks to the top (see previous tip).
- Fly shorter legs and make extra fuel stops (tough suggestion to accept, but it results in less exciting takeoffs).
- Be ready to ferry one passenger to an airport with a lower density altitude, then come back for the other. If you are unsure of conditions, fly around the pattern once alone without baggage to test your aircraft's performance.
- Have 80 percent of your takeoff speed at the runway's halfway point, or abort. That means having 48 knots IAS in a Cessna 172 at the halfway point.



I really hope to hear more discussions in hangars, lobbies and other places about density altitude. We can prevent accidents in the summer with just a little more attention to our preflight information.



## Flykrei Flyouts to Kern Valley, and Santa Maria

By Walt, Sherry & Peanut

After 3 postponements due to weather, including the one for April, today, May 11, 2024, we made the fly-out to Kern Valley Airport. The sky was beautiful once we got on the desert side of the mountains. The flight out was relatively smooth, coming back had some uncomfortable bumps due to convection heating across the desert.

There were 11 planes and 23 people, including a couple that showed up in a Cessna and joined in with us, and is now on the mailing list for fly-outs. Sherry did a great job updating the café



throughout the week as the projected attendance climbed but we still overwhelmed them. It all worked out since several planes came late so food ordering was at a pace that the kitchen could keep up. There were pilots from Redlands, Torrance, Fullerton, and San Luis Obispo. Meeting new people and talking "airplane" is always great. Bryan flew his IFR AirCam from San Luis Obispo, it attracted quite a bit of attention. After lunch a few of us taxied over to the campground then a short walk to the Kern River and dipped our feet in the cold river water.

The June Flyout was to Santa Ynez on June 1<sup>st</sup> with an arrival time of 11:00. We arranged for a bus from the Chumash Casino Resort to pick up our group at 11:30 and take us to the Chumash Casino Resort. Lunch was planned at Eggington's. The Casino also arranged for a bus to take us back to the airport.

There were a lot of last-minute cancellations because the marine layer didn't pull out as predicted. Sherry, Peanut & I along with Rocky, her dad Bill, and Trish flew out at 11:00. We went the Cajon Pass to the north of the mountains. The marine layer was against the south side of the mountains to 5000' all the way past Van Nuys. We had 19kts wind on the nose all the way but very smooth. Two other fly-out planes from San Luis Obispo met us at Santa Ynez. The lunch at the casino was very nice. Afterward we all played a bit of slots. Rocky won enough to offset her fuel. Then Rocky played Sherry's machine and on the first pull won enough for our gas.

On the flight home we went south of the mountains, coastal side and were above clouds until Van Nuys, then it was clear the rest of the way back to Redlands.

July's flyout will be at Independence (207) on July 6<sup>th</sup>. We plan to arrive at Independence Airport at 10:00 and walk into town at 10:30, about ½ mile to the Eastern Sierra Ice Cream Company. The town of Independence is a tourist stop along the 395 with a lot of early 1900 architecture. Walt will update as we get closer.

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

# New RAA Membership and RAA Annual Dues are Payable in June

**New RAA Membership** - 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!**

**Annual RAA Member Dues** - It's that time of the year. RAA dues of \$10 are payable in June. Member dues are used to promote our airport and general aviation. **Almost all of it** gets used for projects, fun events, and expenses. 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](mailto: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

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



**Aerial  
Images**  
Specializing in  
**LOW LEVEL AERIAL PHOTOGRAPHY**  
*Commercial • Residential • Special Events*  
**Walt Ferar**  
Owner / Pilot  
(909) 882-8438  
[www.skyeyephoto.com](http://www.skyeyephoto.com)



**Citrus  
Senior  
Care**

**Thomas Cook**  
CEO

101 E. Redlands Blvd., Ste 293  
Redlands, CA 92373  
(909) 206-4172  
[thomas.cook@citrusseiniorcare.com](mailto:thomas.cook@citrusseiniorcare.com)  
[www.citrusseiniorcare.com](http://www.citrusseiniorcare.com)

**Hangar Door Repairs**  
**All American Equipment & Services Inc .**  
**& All American Doors**



Forklift Service, Sales, Rentals, Repairs  
Dock Door, Dock Ramp, Truck Restraint Service  
& Repairs

**Rob Hesseltine**  
Master Technnician

PH- 909.824.6691-FX 1270-714-2994  
[ALL\\_EQUIP@Yahoo.com](mailto:ALL_EQUIP@Yahoo.com) Lisc; 1075309

Ads require paid RAA membership or donation. For more info email [Redlands.airport.association@gmail.com](mailto:Redlands.airport.association@gmail.com)

# Redlands Airport Association

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

[Redlands.Airport.Association@gmail.com](mailto:Redlands.Airport.Association@gmail.com)

On the web:  
[WWW.RAAPC.Org](http://WWW.RAAPC.Org)



Ted Gablin	President
Tony Digati	Vice-President
Bob O'Connor	Treasurer
Cindy Gablin	Secretary
Larry Rice	Safety Officer
Wayne Reid Jr.	Director
Phil Ensley	Director

## Upcoming Airport Events

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

**National Aviation Day Fly-In** – August 24, 2024

**Stuff A Plane Toy Drive** - December 7, 2024

**RAA Holiday Party- Millcreek Restaurant** – December 13, 2024

## Important Meetings

**The Redlands Airport Association** meets on the 4<sup>th</sup> 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.

## It's Your Airport Get Involved!!!!

## 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 QX 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 CON 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  
COPTER  
L-4H, 7C, A  
IAP



Not for Navigation