



9-30-24

Volume 11, Issue 3

Redlands Airport Association

Chapter of California Pilots Association

Newsletter

The Mission of the RAA

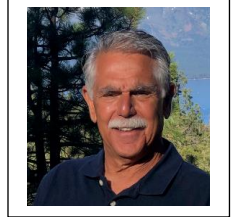
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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

Highlights:

Airport Updates	2
The Line Fire & REI	6
Journey to AirVenture	8
REI Events	10
CAP & Wreaths Across America	13
Heavies Over REI	15
FlyKREI Flyouts	19
And more....	

Observations & Comments

By RAA President Ted Gablin



On Saturday evening 9-7, I was contacted by Stephanie Hastings Miranda, the editor for "Community Forward Redlands". She was looking for photos and possibly an interview of crews arriving at REI to fight the Line Fire that started on Thursday 9-5. Stephanie met us Sunday morning and we had opportunity to chat with a 5-man Siller crew getting ready to resume water bombing with their Sikorsky CH-55A Skycrane.

This crew, normally based at Fox Field (WJF) in Lancaster, arrived at REI Thursday evening. A US Forest Service employee that accompanied the crew shared on Friday 9-6, this crew dumped almost 119,000 gallons of water on the fire. The Skycrane can carry 2,650 gallons of water, so they flew at least 45 sorties that day over 7.9 hours. They are limited to flying 8-hour shifts. This Siller crew was probably responsible for saving the East Highlands neighborhood at the foot of the mountains that we see just north of REI. Many of the helicopters were limited to about 3 hours of flying before needing to refuel. There were also numerous water sources around REI that were used by crews. REI's huge west ramp and its proximity to the fire were reasons for it to be used as a base.

While at the airport that morning, I learned our airport supervisor closed the airport in advance of the issuance of an expanded firefighting TFR that included REI. I thought it was a wise move. The smoke was so bad I doubt the visibility was VFR legal. The west ramp was also jumping with activity and multiple heavy lift helicopters were operating through the REI traffic pattern. These folks were working a serious emergency, and they certainly didn't need to deal with non-emergency traffic. Additional heavy lift helicopter's trailers support vehicles and personnel arrived later that day. There was so much equipment on the west ramp, a few heavy helicopters that arrived staged on both ends of REI's runway. The following day the TFR was expanded to include REI. A short time later I received a text from our airport supervisor stating he was "catching hell from tenants and everyone is not happy about the airport being closed. He later shared some of the after-hours texts were nasty. Perhaps some of these tenants were already agitated with the city by the ongoing Coyote Aviation dispute.

RAA board members frequently get earfuls from unhappy tenants. We did hear some grumbling from some about the closure. For the most part, most of our members understood the need and patiently waited for REI to be reopened. That finally occurred on Friday, 9-20.

I would like to share my thoughts about the good and bad I observed about the closure:

The Good

- The airport received great press about its value to local communities.
- The firefighting helicopters and ground crews saved many homes.
- The airport is going to get compensated for its use. Initially AJ shared the city would get \$200 /day and \$.06 per gallon flowage fees, but then later said fees were being negotiated.
- Most tenants we talked with understood the need for the closure.

The Bad

- Communication from the city was not adequate and led to concerns about the need to close the airport. There should have been some information about why tenants were not given any advance notice of the closure, why some helicopters were not flying in daytime hours, and city responsibilities when government agencies request to use the airport for an emergency.
- CalFire should have allowed more than one opportunity for aircraft to be moved from REI. It appeared there were times when it was possible to do this.
- There are better ways to address airport problems other than sending nasty texts after hours to our airport supervisor. Unfortunately, this created more ill feelings between the tenants and the city than existed previously.
- The city needs to be transparent about fees collected from agencies that used the airport for two weeks. It will soften the impact of the closure.

Airport Updates

Update on Installation of the Surveillance Display in the SBD Tower

As mentioned in the [RAA June 2024 Newsletter](#), the FAA Reauthorization Act of 2024 included 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. Under the bill, the FAA must install any needed displays into FAA contract towers within two years of the bill's enactment. The FAA is now on the clock to install surveillance display systems in contract towers like SBD.

We understood that STARS displays included both terminal radar and ADS-B data to help controllers see traffic. But recently, Mark Gibbs, Director of Aviation at SBD, shared the FAA is planning to install a STAR'S terminal in the tower that will only receive ADS-B data. FAA officials are telling him that there are security concerns about providing radar data to new Federal Contract towers. Of course, aircraft in the airspace around Redlands and SBD are not required to have ADS-B. Consequently, many GA aircraft at REI and other neighboring general aviation airports are not ADS-B equipped. These aircraft will not be displayed in the SBD tower if the STARS display terminal does not have a radar feed. Mark Gibbs is disappointed and is engaging his lobbying contacts. He also welcomed any assistance the RAA can provide through our own contacts.

So once again, we contacted Congressman Aguilar's aides. To review the latest news about the STARS terminal installation at SBD. They did confirm they are already in communication with Mark Gibbs and aware of this latest wrinkle concerning the installation of the SBD STARS display. The congressman's aides said they would reach out to their Washington DC FAA contacts. We have also notified AOPA's Director of Airspace Jim McClay. He too is reaching out to AOPA's FAA contacts in Washington DC. We will keep all advised as to the progress being made to get SBD tower the required, and hopefully, full function STARS display.

The FAA Reschedules the SBD Airspace Change Safety Risk Management Panel Meeting

The SBD Airspace Change Safety Risk Management Panel (SRMP) Zoom call has been scheduled by the FAA. It will be held on September 25th and 26th. Airport supervisor AJ, RAA member Tom Jones, RAA President Ted Gablin, AOPA Director Airspace, Air Traffic & Security Jim McClay, and about 65 other attendees (mostly FAA) have been invited. The SRMP is an FAA process designed to conduct a safety analysis of a proposed National Airspace System (NAS) change. The FAA used this process to analyze the UPS RNAV Visual Approach to SBD Rwy 24.

This meeting was originally scheduled in February this year. It was cancelled and rescheduled to a May date. This date was cancelled a few days before. The FAA organizer shared “it will be rescheduled at a future date, and discussions are continuing on the National Airspace change and impacts on Air Traffic Facilities.” The number of meeting cancellations may be an indicator there may be some controversy within the FAA about the proposed changes.

The FAA is not soliciting user input for the 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 REIs. They don’t get to vote on the change as do “panel members.” Their role is limited to providing technical guidance relating to REI and pointing out potential safety-related issues 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. 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.

Request from the Riverside FSDO Regarding SBD & REI Traffic Conflicts

FAA Inspector Nelson Sanches has reached out to airport Supervisor AJ and the RAA to share he has collected data from two pilots reporting near midair collisions (NMAC’s) between SBD aircraft and other traffic. He says one of the incidents involved a hang glider. The other involved a fixed wing plane and a tanker. He said that there were tapes of tower communications that supported one of the NMAC’s and the tower has filed two Mandatory Occurrence Reports. Nelson says he is leveraging the data to get the proper surveillance equipment installed in the tower. Nelson has asked for Redlands pilots to continue reporting any NMAC or wake turbulence encounter to him. Preferably in an email. The RAA can help those that are unsure how to do this. He also asked anyone involved to call the incident to the SBD tower controllers’ attention by radio or by phone.

Coyote Aviation Lease Dispute Update

On June 26th, the Honorable Thomas S. Garza ruled that the city was violating Coyote Aviation’s rights and issued a temporary restraining order (TRO) blocking the city from profiting from renting out space in the Coyote aviation building. He also ruled the city can’t make any modifications to the building. The TRO expired in conjunction with the date of the next scheduled court hearing on August 2nd. At that hearing, Coyote principal Gil Brown’s legal team requested a permanent injunction to address the restrictions imposed in the temporary order.



On August 2nd, Gil’s court filing for a permanent injunction was rejected. Attorneys representing the city said they need to rent out the Coyote hangars to recover their costs for utilities and upkeep of the property. The judge agreed to this with consideration of a pending future trial to ascertain disposition of the Coyote building and improvements. The positive side of the bad news for Coyote is the city’s attorneys during the hearing were hinting about ending their leases with the existing tenants in the building if they couldn’t collect rent. That would leave those tenants, some of them RAA members, without a hangar at REI.

A trial date on the Coyote matter was established at the August 2nd hearing. The trial will be held on July 21st, 2025. The judge acknowledged he has 2500 cases pending and that is the soonest the trial could be calendared. The city's attorneys resisted scheduling a trial date. They claimed they needed time to discuss the case with their client. Many Coyote supporters believe the city's attorneys are trying to delay a trial as long as possible to drain the Brown's finances to a point where they will settle on selling the building at a discounted price.

Redlands Airport FAA Grant Activity

FAA grant updates were included in the airport supervisor's quarterly newsletter, and as part of his updates at the August and September Airport Advisory Board (AAB) meeting. He shared that a contractor for the runway and west ramp pavement rehab project was selected. The project involves applying an approved slurry coat to the pavement and pavement marking. The bid was awarded to the contractor at the September 17th Redlands city council meeting.

C.R. Contracting LLC was determined to be the lowest bidder. Their bid for the project was \$616,499. With a 10% contingency added, the council approved the \$678,094 project. The contract for this project stipulates it will be completed within sixty (60) calendar days after the city issues a Notice to Proceed to the Contractor. At the same meeting, the city council approved FAA grant paperwork for receiving up to \$750,000 toward this project. A 5% matching grant from CalTrans was also processed by the city for this project. There will be a mobilization meeting between the city and the contractor to determine the work schedule which does involve periodic runway and west ramp closures. AJ has committed to communicate the timeline to his airport email distribution list as soon as it is available.

AJ has also shared the city obtained bids for an Airport Planning/Environmental and Architectural/Engineering consultants in July. These consultants will handle the environmental, engineering, and architectural needs for some future grant projects. The bid awards are pending city council approval. The city is awaiting approvals from the FAA's LAX Airport District Office for using REI's discretionary grant funds for a wash rack project and FAA approval of the airport layout plan and preliminary wildlife hazard assessment. Future information pertaining to grants and capital improvements at REI will eventually be posted to the airport webpage <https://redlandsairport.com>.

City is Evaluating Long Term Solutions to Redlands Airport Break-ins and Vandalism

REI crime and vandalism, in and around the lobby parking lot, are still ongoing. These incidents started with a break-in to the Learn to Fly office in late June. The brazen thief broke into an adjacent office and entered through a common wall by breaking drywall. The thief promptly left without stealing anything after recognizing he was being videoed by a security camera.

Shortly after that incident vehicles parked overnight in the lobby parking lot had windows broken in an attempt to break into the vehicles. We are not aware of valuables being taken in these incidents, but vehicle owners were left to deal with expensive repairs to their vehicles. Finally on July 19th, a 75-acre brushfire occurred in the Santa Ana Wash adjacent to the airport. The fire was rumored to have been caused by someone in a homeless encampment and resulted in a brief closure of the airport. All of these incidents created significant security concerns for airport tenants, businesses, and patrons.

David Rabindranath, the City of Redlands Homeless Services Coordinator is aware of our airport break in issues and the fire in the wash. At an August meeting, David shared the city has cleaned out all homeless encampments in the wash near the airport and across Sessums Drive behind the old Mission Aviation Fellowship building on Sessums and Wabash by the end of July. Shortly thereafter, the city placed a mobile video camera installation near the lobby parking lot. The incidents ceased until the city removed the cameras. Then on August 26th, another vehicle was broken into that was parked overnight in the parking lot.

In an email on August 30th, Airport Supervisor AJ shared his management, and the police department are discussing long-term solutions to help curb these break-ins. He also stated that when he receives more information, he will share it with the airport community. We will keep all advised.

Redlands Airport Lighting Repairs are in the Works

Airport Supervisor AJ has acknowledged repairs will soon begin on the PAPI, REILS, and a runway signage light. At the August Airport Advisor Board meeting, AJ said the only thing they are waiting on to initiate repairs was a completed IRS W-9 form from the contractor. The repairs will cost \$12K. AJ also committed to share information about the schedule for repairs and its impact to the airport.

Update on the East Valley High School's Aviation Program

RAA Board members Ted Gablin and Larry Rice were invited to a meeting at SBD called by the Colton Redlands Yucaipa (CRY) Regional Occupation Program (ROP). CRY ROP Administrators were seeking input on their new aviation curriculum they will be teaching this fall. In attendance were SBD administrators, NextGen CFI's, Valley College Aeronautics Staff, and a couple of aviation program instructors from two other high schools.

CRY ROP has hired an instructor for the course. He is a former NextGen CFI named Devin Baze. His primary instructor was RAA member Denny Brown. Devin learned of the CRY ROP teaching opportunity from RAA communications. The 2-year course is designed to get students interested in aviation. The course is heavy on becoming a pilot and getting a Part 107 drone certificate. This is sure to be a great program to inspire young people to seek future aviation careers.

Redlands Airport Advisory Board (AAB) Activity

The AAB held meetings this quarter in August and September. The July meeting was cancelled due to lack of a quorum. At the August meeting the AAB elected Jason Golembeski as chair and Michael Allen as vice chair. They also discussed reducing the number of meetings they conduct. A suggestion to meet every other month was not approved. The board ultimately voted 7-0 to cancel future December, March, and July meetings. The board did not take action on any airport matters during this quarter.

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 board members have some aviation experience. Some are RAA members as well. 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 at the meetings 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 some emails of the current AAB members:

Robert Pearce rpearce898@aol.com

Jason Golembeski jasongolembeski@gmail.com

Dennis Nodine dennis.nodine@gmail.com

Val Dotchkov

Amber Harrison

Michael Allen michaelallen41@att.net

Richard Jones

REI's Role as a Helicopter Base for the Line Fire

RAA President Ted Gablin

The Line fire started late in the afternoon of Thursday, September 5th. The first incident report from Cal Fire said it started at Baseline and Alpine in Highland. It was first reported as a 10-acre brushfire. As of September 23rd, @ 3PM the Line Fire was 67% contained. Over the course of 18 days, it grew to almost 40,000 acres. At the height of the fire a CalFire incident report reported over 65,000 structures were threatened. One home was destroyed, and four structures were damaged. Additionally, four people were injured 11,400 homes were evacuated, and another 44,700 homes were under evacuation warning. There were also as many as 4200 personnel assigned to fight this fire. The fire was caused by arson and the suspect has been arrested.



Heavy lift water dropping helicopters are a huge tool being used to fight this fire. Initially they were the only aircraft being deployed. We suspect their ability to concentrate a water drop on a specific area, the steep terrain, smoke, and high temperatures has some bearing on their use.

Three helicopter crews showed up at REI to fight the fire on the evening of 9-5, and the aerial fight began. At the peak of the fight, some 22 helicopters, support vehicles, a mobile command center and all kinds of support personnel were staged at REI to fight the fire. These helicopters include contract firefighting crews from all over the US and four UH-60 Blackhawk helicopters and crews from the California National Guard. There was so much equipment, it could not be staged on REI's large west ramp. There are at least 4 Chinooks and fuel trucks staged on the east end of REI's Rwy 26, and additional heavy lift helicopters staged on the west end of Rwy 8.



The amount of equipment and activity was impactful to REI's normal operations. As a result, on Sunday 9-6, Redlands airport supervisor Adarian Lawson closed the airport to all traffic except emergency aircraft. The following Monday, a temporary flight restriction (TFR) for the Line Fire was expanded to include REI. The TFR also restricted access to SBD Rwy 24. Here is a link to some photos taken by members of the Redlands Airport Association showing equipment staged at the airport: [REI Supports Aerial Crews Fighting the Line Fire](#)

On Thursday 9-19 heavy lift helicopters and support vehicles were moved off REI's runways. Some returned to their home bases. The next day the TFR was moved to permit non-emergency aircraft to operate at the airport. A few hours later REI was reopened.

REI does receive some fees from outside agencies using the airport for fire/disaster response. The most recent fee schedule for the city of Redlands lists a \$200 daily ramp use fee and \$.06 per gallon fuel flowage fee. Airport Supervisor AJ acknowledged these fees appeared to be correct and he was tracking fuel usage. At the September AAB he shared additional fee negotiations were ongoing between Redlands and the US Forest Service for use of the airport for slightly more than 2 weeks. The agencies are also responsible to clean the airport and repairing any damage they cause to the facility.

Redlands has been used as a fire base for firefighting helicopters on many occasions over the years. REI's large west ramp at REI provides a large area to stage and operate large helicopters. Helicopter operators like the flat open space of this ramp as rotor downwash from these large helicopters can damage property.

Most heavy lift helicopters have limited range. A S-64 Sky Crane helicopter burns about 500 gallons per hour of Jet A fuel, and it has an endurance of slightly more than 2 hours. The airport's close proximity to the national forest and communities in the local mountains is also a factor as to why it is frequently chosen as a base for firefighting helicopters. Redlands Airport has proven once again that it is a crucially important asset to the surrounding communities for wildfire response.



3,348 miles, 8 States and a Yellow Dot to OSH

RAA Member Racquel Stephens

Wanting to land a plane on a yellow dot is not a dream that most people dream about. However, for those pilots that know what that yellow dot represents, a runway landing marker at AirVenture in Oshkosh Wisconsin, it is a major accomplishment. It is a mental and physical challenge that will test your limits as a pilot and push you to rise to higher heights – both literally and figuratively - to become a better pilot.

When I received my PPL, it certainly was not even a thought that I could make a trip to OSH...until a seed was planted in me that it was possible. I had to believe that I was capable, and that the trip was doable.



So, with the encouragement of my friend Trish Munoz, we set off for a ten-day cross-country journey together with a yellow and white Piper Archer affectionately named the “Twinkie.” Hence, we became “Team Twinkie.”

In preparation, Trish did a thorough annual herself (her first one!) and Twinkie was in great shape for the journey. Knowing that the plane was inspected and safe was a huge boost in confidence that the trip was possible. We planned, studied procedures, consulted with those who had made the trip before, and yes, prayed. We had a strong support system behind us, helping us prepare, tracking us daily, talking through scenarios and weather, checking in after each leg, and rooting for us to have a safe and epic journey. We were never without a lifeline of support.



Our route crossed over 8 states - California, Arizona, New Mexico, Texas, Nebraska, Kansas, Iowa, and Wisconsin. This demonstrated itself to be a real-world immersion in all types of weather, requiring a full range of piloting skills. Challenges along the way included avoiding thunderstorms, over 200 straight miles of flying in haze, extreme heat, high density altitude, fronts, dust devils, high humidity, carb ice, and go-arounds due to wind shear. We affectionately named our go-arounds "victory laps" to help add humor to our challenges and keep the realities of flying in the wind and heat in perspective.

Trish and I worked well in the cockpit, double checking each other, helping with radios and traffic, and always, always, providing confidence and encouragement to each other. In all, it was 3,348 nautical miles there and back. It was EPIC - from the airshows to the aviation displays, to the night drone and firework show, to riding a helicopter, networking with fellow aviators, and meeting with friends old and new.



Difficult is doable. Hard is not impossible. And knowing that this challenge and adventure is behind us instills confidence to boost us to higher heights! AND we are already planning next year's adventure to OSH!!

Who's in????

REI Events

RAA Secretary Cindy Gablin



National Aviation Day Report was August 24th

This year, since National Aviation Day fell on a Monday, the RAA decided to celebrate on Saturday, August 24th. We hold events like this to bring the community out to enjoy airplanes and our airport. It is important to get them involved. Without the support of the community, we could end up like Rialto, Whiteman and Torrance with the neighbors complaining and wanting to close the airport. We want people to like the airport and understand its importance to the community. A good example of the importance of our airport happened on September 6th when the "Line Fire" started. (See note about it in this newsletter.)

We were very pleased on how well the day turned out. Our pancake breakfast was a great success! We planned on serving about 80 breakfasts based on what we have done in the past. We surpassed that by almost double. We had to make a couple runs to Stater Brothers down the street to replenish supplies. We served roughly 150 breakfasts. Our expenses were \$442.55, proceeds were \$1005.00, so our total net income was \$562.45. Outstanding!



We held a Historical Aircraft Display Day for those that wished to participate. Russ Clyde was on hand that day to sign off the pilots that displayed their historical aircraft. He said there were 10 aircraft this time, so an improvement from last time. We also had other people fly in just to have a pancake breakfast or hang out with some airport/airplane enthusiasts.



Learn to Fly joined our event by having a table set up to talk about what it takes to become a pilot. They even got a couple leads on new students. It is nice to get businesses involved in events at our airport.



We want to thank all those that volunteered and those at the airport that joined us. As we have said many times before, we can't do it without you.

Stuff a Plane Charity Toy Drive – November 1st thru December 7th

We are only a month away from the start of our 2024 Stuff a Plane Charity Toy drive. We need to start placing collection boxes on the first of November. We have 13 boxes available, and I have a list of about 8 places that we will try to place them in this year as they did pretty well in collecting toys last year. That leaves another 5 boxes that can be placed somewhere. I'd really appreciate any help I can get, so please put your thinking caps on!

It may be places that you frequent; your gym, your church, your local hardware store, salon or barber, a service organization (Elks, VFW, American Legion), your child or grandchild's day care center, small local toy store or hobby shop, your local Walgreens or CVS. It doesn't require much work. You would just need to ask the place of business to host a toy collection box for new unwrapped toys in support of The Salvation Army San Bernardino Corps. Let them know the toys will be distributed to children in the local community. You will need to check on it once or twice during the month. This keeps the business promoting the toy drive to their customers. You will also need to pick up the boxes the week of December 2nd, no later than the 6th. Another idea, do you belong to a Bunco group, a car club, a Bible study group, or an airport group that meets once a week for lunch 😊. Have everyone bring a new unwrapped toy to donate.

December 7th is when we have the final event at the airport. We will be holding it from 9am – 2pm. Why December 7th? The weekend before is Thanksgiving holiday weekend, and the weekend after is too close to the date when The Salvation Army distributes the toys, and they need time to sort through them. The city is working on our application for approval of the event, and we have already procured the insurance that is required by the city for a cost of \$122 which is the same as last year.

Here is what we have planned for December 7th:

- We will serve both a pancake breakfast & a burger lunch.
- The Salvation Army will have a table set up.
- LifeStream Blood mobile will be here from 10am - 2pm. They have 20 slots available for appointments. If any of you are interested in donating blood, you might consider making an appointment. You can find this on their website at: [Donor Appointments](#)
- We will have a Historical Aircraft Display Day
- We hope to have a couple flight simulators set up in the lobby.
- We are inviting our local flight schools and businesses to have a table at the event to promote their business.
- Of course, we will have an aircraft on display to place toys in front of.
- Santa will once again be handing out candy to the children. Larry Rice said he will taxi Santa up to the lobby.

As we get closer, I will be looking for volunteers to help out on the 7th as well! Besides setting up and cleaning up, we will need cooks, servers, and marshallsers. Here are some of the volunteers from last year!



The Salvation Army San Bernardino Corps is very excited about our continued support and looking for another successful campaign this year. Major Braga sent a note stating they deeply appreciate our support and collaboration in helping the community at the holidays.

Check out the haul from last year's event!



Plane or Treat Halloween Event – October 27th



This year's event will be held on Sunday, October 27th from 3pm to 6pm. If you would like to participate, please let AJ know by emailing him at alawson@cityofredlands.org with aircraft type.

AJ has asked those that plan on participating to pay close attention to times and deadlines that he will communicate.

If you participated last year, you know AJ had a great turn out of both participants and guests. We all ran out of candy a few times and went back to the store for more. So come prepared with lots of candy to share!

Picture of last year's event by Walt Ferar.

RAA Holiday Party – December 13th

Mark your calendars! The RAA has is planning a holiday party at Mill Creek Cattle Company restaurant in Mentone. We have already booked our space at the restaurant for Friday, December 13th from 6:30- 9pm. It's open to all our members and their guests.

Mill Creek has a special menu for us with beef, pork, chicken, fish, and vegetarian choices. Dinners range from \$15.95-\$25.95 and all include soup or salad, cornbread muffin, and a side (except pasta which comes with soup or salad and garlic toast). Attendees will be responsible for their own tab. We plan to have a white elephant exchange once again as everyone seemed to enjoy that. We will be asking for your reservation sometime in November. As we are limited to about 40 people, let us know as soon as possible if you want to be on the list as it will be first come, first serve. We have done this for the last three years and everyone has had a great time. Don't miss out this year.



Here's a picture from last year's event.

The Civil Air Patrol & Wreaths Across America

RAA Member Carolyn Usher



What is the Civil Air Patrol? The beginning of the Civil Air Patrol dates to 1936, when Gill Robb Wilson, World War I aviator and New Jersey director of aeronautics, returned from Germany convinced of impending war. With the help of New York mayor Fiorello La Guardia, the new Civil Air Patrol was established on December 1, 1941, just days before the Japanese attacked Pearl Harbor.

Today, CAP has over 60,000 volunteer members nationwide and will be celebrating its 93 Anniversary on December 1, 2024. The Civil Air Patrol performs three main missions, as chartered by the U.S. Congress: Aerospace Education, Cadet Programs, Emergency Services. We are an auxiliary of the United States Force, Total Force.

In the Emergency Services program, CAP performs 85% of continental U.S. inland search and rescue missions, as tasked by the Air Force Rescue Coordination Center, saving an average of over 70 lives per year. CAP also performs aerial reconnaissance for homeland security and disaster relief missions for local, state, and national organizations.

Nationwide, CAP also mentors 25,000 cadets, ages 12-20, in four areas: leadership, aerospace, fitness and character development. In CAP's Cadet Program, young people from age 12 to 20 develop into responsible citizens and are inspired to become tomorrow's aerospace leaders. The program is organized around five elements: leadership, aerospace, fitness, character, and activities. Cadet activities include an active role in emergency services missions, orientation flights in powered and glider aircraft, flight training scholarships and career explorations, as well as activities and competition for cadets at local, state, regional and national levels.

The Civil Air Patrol's Wreaths Across America fund raising program began in 2006 as an offshoot of the Arlington National Cemetery wreath project, which was started in 1992 with the annual placement of wreaths donated by Worcester Wreath Co. The wreaths designated for Arlington are transported on a 750-mile journey from Harrington, Maine after a sendoff ceremony. The route is one of the longest annual veterans' celebrations, with parades and ceremonies held at more than 20 stops along the way.

The program has mushroomed in a short time. CAP's goal as part of the Wreaths Across America observances is to honor the sacrifices of veterans through the sponsorship of wreaths and wreath-laying observances throughout the U.S. and at Arlington National Cemetery. Wreaths Across America is a very moving way to honor those who have served, and it is also a very effective unit-level Cadet fundraising activity. Those fundraising activities help support squadrons to keep true to their mission. Also, as a key partner in Wreaths Across America, CAP ensures the sacrifices of our nation's soldiers are not forgotten.



The 45th Squadron at March Air Reserve Base have been participating in the laying of wreaths at Riverside National Cemetery since the Wreaths Across America inception. This year, you can be a part of this unparalleled, nationwide tribute to veterans by sponsoring a Wreaths Across America wreath. You can even designate where the wreath will be laid in Riverside National Cemetery. On December 14, 2024, at 12:00 pm (Wreath Placement Immediately Following Ceremony conducted by the Cadets), the 45th Squadron will be assisting Riverside National Cemetery with Remembering and Honoring our veterans by laying Remembrance Wreaths on the graves of our country's fallen heroes. **But we NEED your help!!!**



Please help us honor and remember as many fallen heroes as possible by sponsoring Remembrance Wreaths, volunteering on Wreaths Day, or inviting your family and friends to attend with you.

You can sponsor a wreath with your kind donation. You can read about Wreaths Across America and donate at this link: www.wreathscrossamerica.org/pages/19202/Overview/?relatedId=15542&modSw=donate

Thank you so much for supporting Civil Air Patrol, March Field Composite, the 45th Squadron and the Wreaths Across America program!

***Carolyn L Usher, Capt.
The 45th Squadron,
Deputy Commander, Seniors
MARB, Riverside, CA***

Heavies in Our Paradise

By RAA Safety Officer. Larry Rice

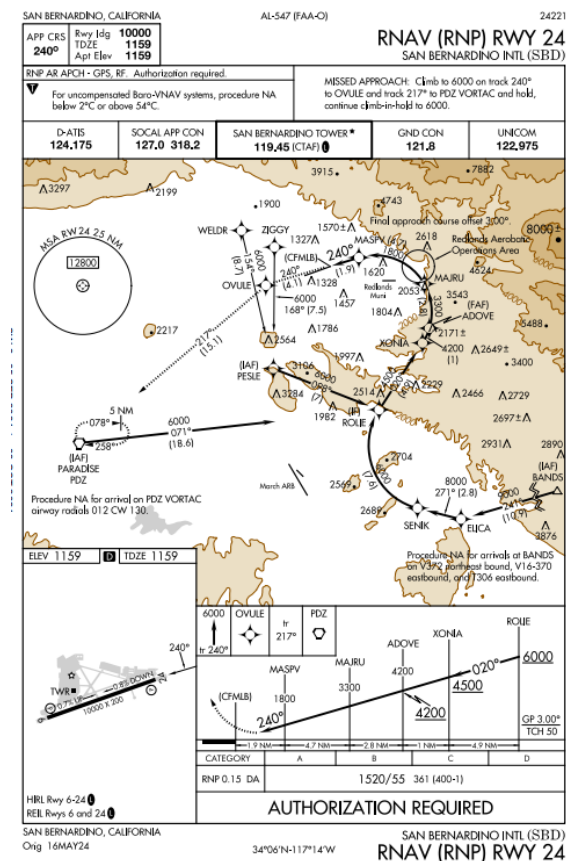


My paradise, Redlands Airport, is still my paradise even with the heavies and it can still be yours too. Our paradise is not the same as it used to be, but it is still a gem in my mind. Just because we have the “heavies” in the area it does not require our fun and enjoyment to end. We just need to “Be Aware” of the heavies’ operations. I do not see the “heavies” going away in the future, so we need to learn to how to live in our paradise. As you probably know there have been and there continues to be efforts to protect the airspace around our paradise to protect all users. There are so many organizations and people involved in this process I cannot help but believe that a solution will be found to serve the needs of everyone in and around our paradise.

The SBD airport has three different ways to get IFR heavies to runway 24 traffic that we should know about. These approaches join us in our paradise.

1. RNAV Approaches to Rwy 24 - RNAV Visual (UPS) & RNAV (RNP)
2. Instrument Approach to Rwy 6 with a Circle to Land Rwy 24
3. Visual Approach to Rwy 24

Please let me share some plots of actual approaches so I can point out some of the good and bad outcomes of each of these types of approaches when you are operating in the REI traffic pattern.

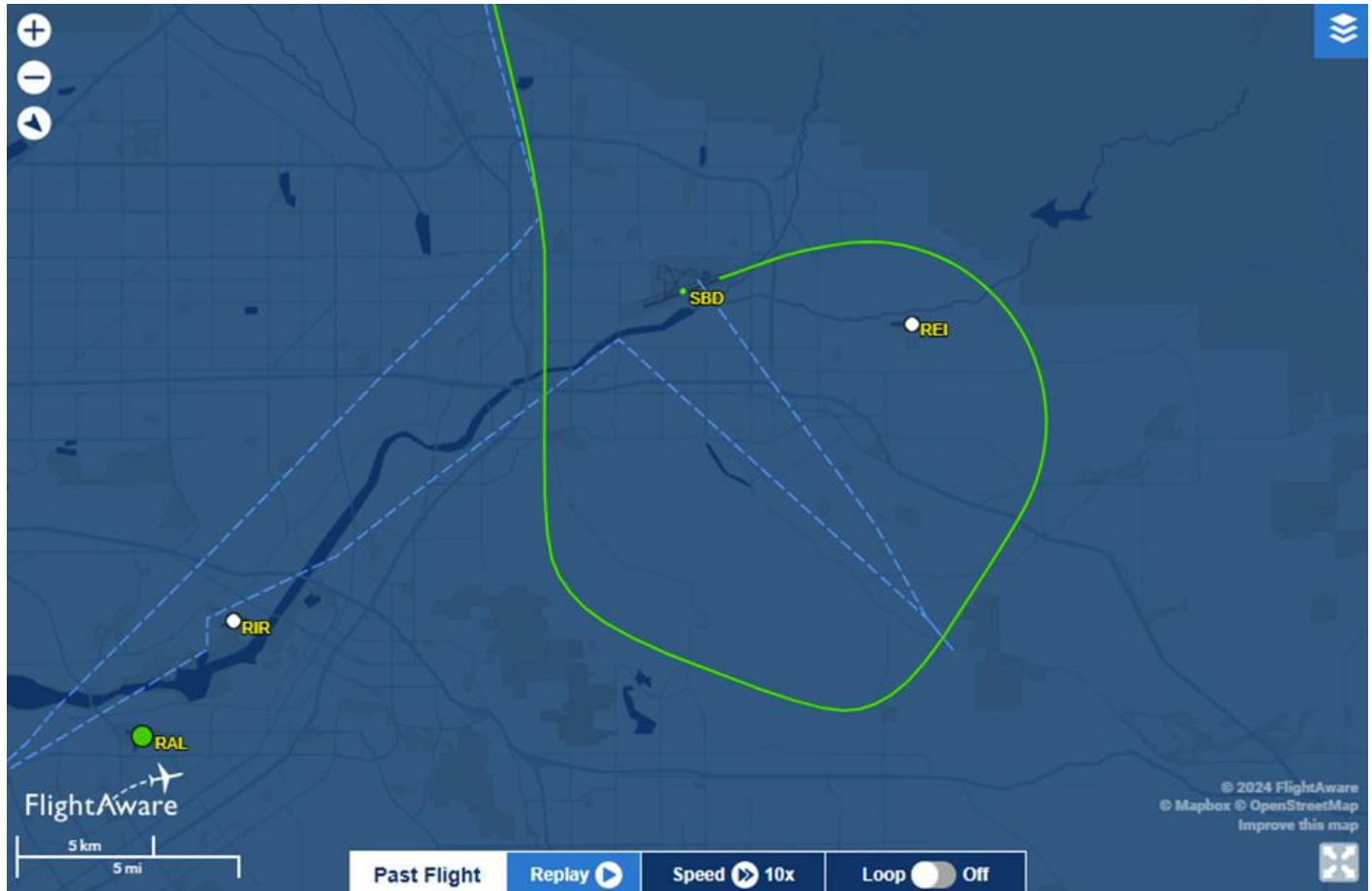


RNAV Approaches to Rwy 24

The UPS RNAV Visual Approach is proprietary and, to our knowledge, is only used by UPS. It is similar to the RNAV (RNP) Rwy 24 but requires 7 miles visibility and a 500’ ceiling. The public RNAV (RNP) Rwy 24 (pictured) is a true IFR approach and requires prior authorization to use it from the FAA. Both approaches require additional training for the pilots and special navigation equipment. The navigation systems for the RNAV (RNP) Rwy 24 Approach specifies a Required Navigation Performance (RNP) of 0.15. Simply stated that is a performance value of 0.15, for example, assures that the aircraft has the capability of remaining within 0.15 of a nautical mile to the right or left side of the centerline 95 percent of the time.

**Boeing 757-200, Fed-EX 1359, Thursday 9-5-24,
Arrived SBD 5:57 PM**

[FX1359 \(FDX1359\) FedEx Flight Tracking and History 05-Sep-2024 \(KFAT-KSBD\) - FlightAware](#)



The good outcomes: If you look at the profile of the approach chart shown you will see that all altitudes in our traffic pattern area are above REI's pattern altitude. (other than where the approach crosses a 45-degree entry to REI's Rwy 26 downwind). This actual flight track demonstrates this approach is just outside of the REI Rwy 26 traffic pattern that is flown by most aircraft. The bad news is there is potential for large aircraft wake turbulence around KREI.

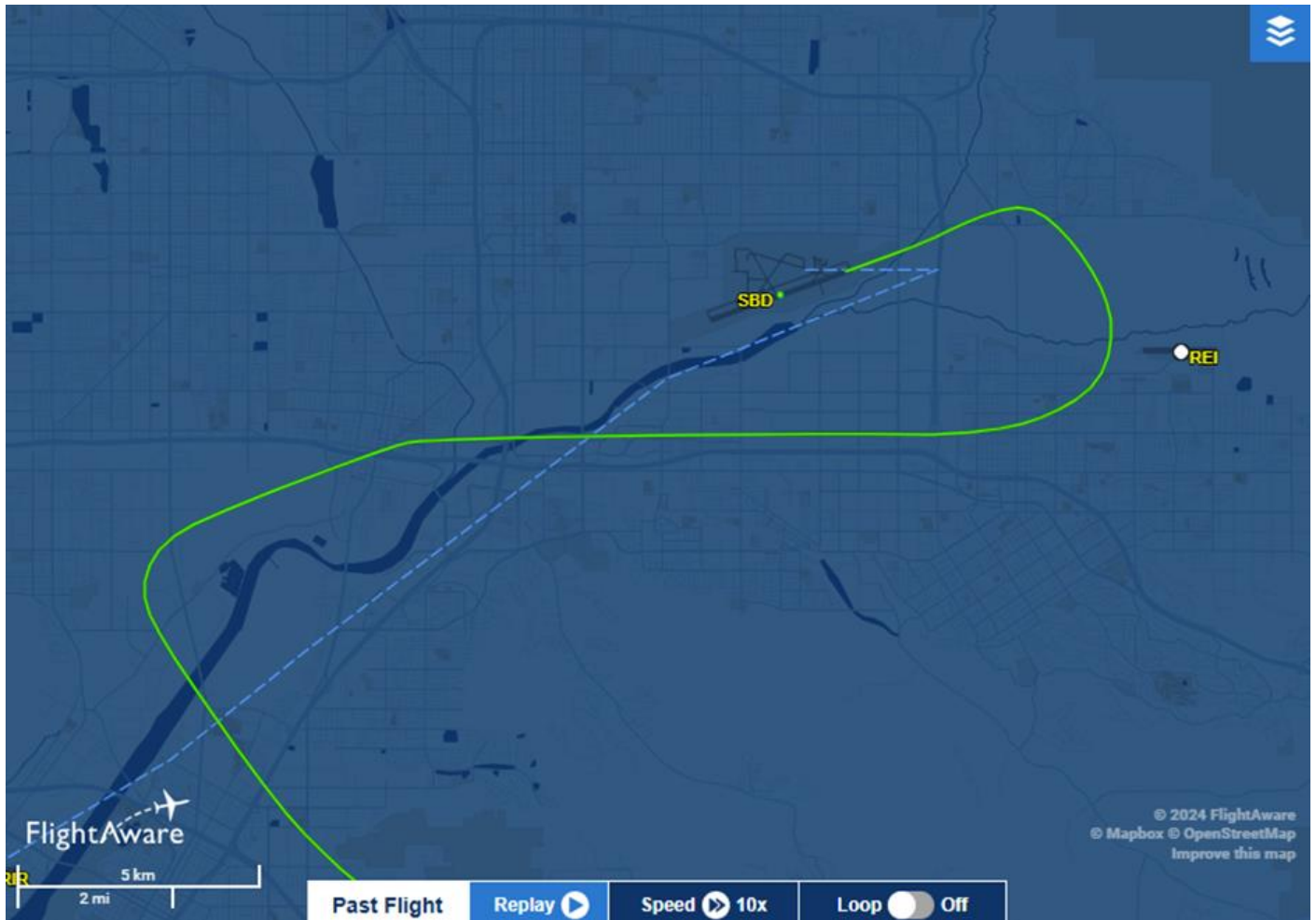
Instrument Approach to Rwy 6 with a Circle to Land Rwy 24

This type of approach may be used when the winds favor SBD Rwy 24, and the pilot is not authorized to fly one of the Rwy 24 RNAV approaches. The operator requests one of the approaches (ILS, Loc or RNAV) to SBD Rwy 6, and a circle to land to Rwy 24. The AIM defines "circle to land" as a circling approach. It is the visual phase of an instrument approach required to bring an aircraft into position for landing on a runway which is not suitably located for a straight-in approach. The minimum altitude and distance from the runway for the circle maneuver is specified in the approach and depends on the category of aircraft and company operating rules. One thing to also remember is

that the circle to land part of the approach is visual and the pilot must always keep the airport in sight. Here is a plot of this approach:

Flexjet 353, Embraer Phenom 300 Wednesday 9-4-24, Arrived SBD 5:42 PM

[LXJ353 Flexjet Flight Tracking and History 04-Sep-2024 \(KOKC-KSBD\) - FlightAware](#)



The negative outcome here is that there is not any defined ground path and altitude to look for the aircraft. Altitude and track for the circle is at pilot discretion and carrier operational rules. You may be surprised by an aircraft flying this maneuver and be at risk for a collision or wake turbulence encounter.

Visual Approach to Runway 24

The visual approach to Runway 24 is simply pilots' discretion in VFR and Special VFR conditions as to altitude and ground track. Since KREI is Class E & G airspace air carriers can legally fly directly over KREI and at an altitude of their choosing. Here is a plot of the approach:

Breeze Airways, Airbus A220-300
Monday 9-2-24 Arrived SBD 5:14 PM



[MX600 \(MX600\) Breeze Airways Flight Tracking and History 02-Sep-2024 \(KSFO-KSBD\) - FlightAware](#)



The negative outcome here is that there is not any defined ground path and altitude to look for the aircraft. They can show up from any direction. Altitude and track are at the pilot's discretion. Again, there is potential to be surprised by an aircraft flying this maneuver and be at risk for a collision or wake turbulence encounter.

The final statement here is our paradise is still here for us. We simply must be more aware of air carriers, both Part 121, Part 135, and Part 91 operations in and around our paradise. Here some tips to help you **be aware**:

- *Time of day, wind speed and direction.* These encounters happen most of the time when westerly winds peak late in the afternoon as that is usually when Rwy 24 is used at SBD
- *Use all tools available.* ADS-B In, Monitor REI CTAF and SBD tower frequency
- *Use your eyeballs!*

*We can easily operate safely in our paradise. I just ask all KREI pilots to **be aware**!*

Flykrei Flyout to Independence Airport (207)

By Walt, Sherry & Peanut

The August 3rd fly-out was to Independence Airport and ice cream at Eastern Sierra Ice Cream Company.

We postponed this fly-out in July due to high temperatures forecasted on the flight and in Independence. Today's flight was slightly better, the temperature in Independence was in the high 80's.

There were 4 planes that came, 2 from REI and 2 from SLO. Nine people attended plus Peanut. Special note, Katherine flew in from SLO in a Glasair with her 91-year-old grandfather. We should all hope to have an active life at that age. We all walked into town to the Eastern Sierra Ice Cream Company. The owner Paul came out and sat with us sharing his story about how he started the ice cream shop and how he makes the ice cream.

After a good break we all headed back to the planes and the flight home. Our flight to Redlands was bumpy at 11,000' but nice and cool 60 degrees F. , OAT. We wish more of you could have joined us but there will always be another time. Stay tuned for our next fly-out.

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

We hope to see you at the next one,
Walt, Sherry, Peanut



RAA Membership and Annual Dues

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 - RAA dues of \$10 are payable in June. If you missed the date, it's not too late to get caught -up! 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 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!



SAVE THE DATE FOR THIS VIRTUAL EVENT 9:30 A.M. – 3:30 P.M.

SATURDAY OCTOBER 19TH 2024



**MORNING KEYNOTE
SPEAKER
ROD MACHADO**



**AFTERNOON
KEYNOTE SPEAKERS
JOHN & MARTHA KING**

**GENEROUS DOOR PRIZES FROM: PRECISE FLIGHT, LIGHTSPEED, KING
SCHOOLS, FLYING EYES OPTICS,
LIFT AVIATION, PILOT SAFETY.ORG, METAR MAPS, AND MORE.**

JOIN CALPILOTS TO BE ELIGIBLE FOR DOOR PRIZES. WWW.CALPILOTS.ORG

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



**Citrus
Senior
Care**

Thomas Cook
CEO

101 E. Redlands Blvd., Ste 293
Redlands, CA 92373
(909) 206-4172
thomas.cook@citrusseiniorcure.com
www.citrusseiniorcure.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 Technician

PH- 909.824.6691-FX 1270-714-2994
ALL_EQUIP@Yahoo.com Lisc; 1075309

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

Redlands Airport Association

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

Redlands.Airport.Association@gmail.com

On the web:
WWW.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

Plane or Treat – October 27, 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 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 most months at 6:00 pm. Meetings are held usually in 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."

It's Your Airport Get Involved!!!!



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 MRL 2.3% up E
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Fence.
RWY 26: REIL. Trees. Rgt tlc.
SERVICE: S4 FUEL 100LL 0X1, 2 LGT ACTIVATE REIL Rwy 08 and 26; PAPI Rwy 08; MRL Rwy 08-26—CTAF.
NOISE: Avoid noise sensitive areas S of arpt.
AIRPORT REMARKS: Attended 1600-0100Z. Self serve 100LL fuel avbl 24-7. Coyotes and waterfowl on and in/ov arpt. TPA — 2503 (929) for fixed wing 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