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Volume 12, Issue 1

Redlands Airport Association

Chapter of California Pilots Association

Newsletter

The Mission of the RAA

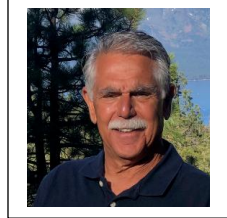
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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

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Observations & Comments

By RAA President Ted Gablin



I recently spent some time helping some members of the San Gabriel Valley 99's who volunteered to paint a 100' diameter compass rose at Riverside Municipal Airport (KRAL). I wanted to learn about what's involved with painting a compass rose. We are hoping to get the 99's out to Redlands to paint a new one to replace the old one on the west ramp. The project at KRAL is sponsored by the City of Riverside. The new compass rose will be located on the city ramp in front of their lobby. The city slurried an area large enough for the compass rose and the freshly painted compass rose will certainly be an attractive and functional feature for the airport. Visitors will not miss seeing this one for sure!

If you didn't know about the 99's, they are an organization of women pilots that has some significant history. They were founded in 1929 by 99 female pilots that were charter members. Their first president in 1931 was Amelia Earhart. Their published mission is "advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight." Mutual support for female pilots must have been very important in 1929 as they were very rare. The number of female pilots has increased over the years, but they are still a small percentage, just 6%, of the total number of pilots in the US. The 99's seek to support female pilots and grow their ranks. The 99's today are an international organization made up of chapters in the US, Canada, and a few other countries.

One of the activities the 99's are known for is airmarking. Airmarking is the process of painting words that can be recognized and used by pilots. The 99's have been performing airmarking activities since the 1930's. Initially, this was done to help locate towns from the air. Today, 99's carry on the tradition and fulfill the need for airmarking by volunteering their time to paint the airport names, compass rose symbols and other identifications on airports.

In addition to airmarking activities, 99's are known for fun flyouts, first flight programs, and support of aviation education. They do offer scholarships to aspiring female pilots. There are a few 99 chapters in Southern California. We have an RAA member who is a member of the Orange County 99's. The Fullerton, San Gabriel Valley and Ventura chapters are active. We encourage female pilots or students that are interested in the 99's to read about their activities and history on their website: <https://www.ninety-nines.org>. A membership in the 99's may help an aspiring female pilot earn her wings or encourage a licensed female pilot to enjoy aviation with some new friends.

Airport Updates

What Happened to the SBD Airspace Change Proposal?

The FAA has been eerily quiet about the proposed SBD airspace change. We have not heard anything about the proposal so far this year.

Last year an FAA Safety Risk Management Panel (SRMP) review of a proposed change was held in September. Airport Supervisor A.J. Lawson, REI Pilots Tom Jones, and Ted Gablin were invited as Subject Matter Experts (SME's) for REI. They were supported by Jim McClay, AOPA. The REI SME'S and AOPA representative voiced safety related concerns about the proximity of the Class D shelf to the REI traffic pattern, and the expansion of Class D airspace being monitored by SBD tower without radar. An FAA draft report of the safety risk assessment review of the proposed airspace change was circulated to SRMP participants in November last year. The FAA requested comments from participants on this document. We are not aware of the release of the final report at press time.

A Notice of Proposed Rulemaking (NPRM) was issued for the airspace change in October last year. It included an opportunity for public comment. The comment period for the airspace NPRM closed on December 10th. There were 46 comments submitted as of the close of the comment period. At least 18 of those were from RAA members. Most of the comments were thoughtful and detailed. Only one of the commenters supported the proposed airspace change. He was the Air Traffic Services Chair of the Airline Pilots Association International. His comment supported the airspace change but also stipulated that surveillance equipment in SBD tower should be installed. Comments were made by a few residents near both airports with concerns about noise and overflight. One commenter was critical of the fact that an environmental review had not been completed. Here is a link to all the comments:

[Regulations.gov](https://www.regulations.gov)

There were no comments submitted to the NPRM from City of Redlands. At their November meeting comments drafted by an airport advisory board (AAB) member were presented for submission to the NPRM from the board, but city staff reminded the board that "official" city comments required the review and approval by the Redlands City Council. There was insufficient time to perform this review before the close of the NPRM comment period. The AAB also introduced a motion at the same meeting for the Redlands City Council to investigate the status of the environmental review that the FAA is supposed to do as part of the airspace modifications. We are not aware of any activity by the council to act on this AAB recommendation. We will keep all advice regarding any information we receive about the SBD airspace proposal.

New Housing Project @ Wabash and San Bernardino Approved by Planning Commission

The Redlands Planning Commission unanimously approved the Meadowlark subdivision, a 98-unit single-family residential development located at the southwest corner of East San Bernardino Avenue and Wabash Avenue. The 37.9-acre site, currently vacant, is being graded for development. It received initial approval in December 2022. The Redlands Planning Commission previously granted a one-year extension to the project in September 2024, extending the expiration date to Dec. 13, 2025.

We need to watch this development as it progresses because it is in the airport influence area. The city has a great municipal code (17.28.050) enacted to protect the airport and ensure disclosure of noise concerns for prospective buyers of new residences in the airport influence area. The code requires:

- Applicants for residential subdivision development proposed within the Redlands airport influence area shall be required, as a condition of approval of the subdivision development, to pay a fee established by resolution of the city council, for the city's costs of installation and maintenance of signs notifying the public

that the subdivision is located within the Redlands airport influence area. Such signs shall be installed by the city at locations determined by the city's public works director, or his or her designee.

- Posting Of Aerial Photograph Labeling Redlands Airport Influence Area at Sales Offices with text that states: *"This property is currently located in the vicinity of the Redlands municipal airport. This property may be subject to some of the annoyances or inconveniences commonly associated with proximity to airport operations (for example: noise, vibration or odors), including noise generated by general aviation aircraft, including fixed wing aircraft and helicopters."*
- Notation On All Sales and Marketing that states: *This property is located in the vicinity of the Redlands Municipal airport. This property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration or odors), including noise from general aviation aircraft, but not limited to, the landing and take-off of fixed wing aircraft and helicopters.*
- Execution of a declaration of covenant and waiver, in the form on file with the city's community development department, shall be required as a condition of approval for all residential subdivision development within the Redlands airport influence area. The declaration of covenant and waiver shall be executed by the owners of the property comprising the subdivision and delivered to the city's community development department before a final map may be recorded for the subdivision. (Ord. 2640 § 1, 2006)

Getting developers that build homes in the airport influence area to comply with this ordinance has sometimes been a challenge. We will be looking for some RAA members to do some spot checks to validate compliance of the ordinance by visiting the sales office for this development when it opens.

REI Airport Improvement Grant Activity

A grant update was presented at the February Redlands Airport Advisory Board meeting. Facilities and Communication Services Manager, Don Crow, shared he did not anticipate the airport staff would be applying for grants in 2025. There was no reason given.

Don has shared a copy of the FAA approved Airport Layout Plan (ALP) and narrative with the RAA. We are using the ALP to aid with determining the location of the new compass rose on the west ramp. A copy of the ALP has been posted on the RAA website under the "Library" tab on the home page. It is listed under "Redlands Airport Documents." Here is a link to the ALP: [Redlands Airport Layout Plan & Narrative – FAA Approved 11-20-24](#) The Wildlife Hazard Assessment for REI has not yet been shared by the city. It is a completed grant project awaiting FAA approval.

Status of Redlands Airport Lighting and Signage Repairs

The REI PAPI is fixed. LED bulbs that were burned out on the tetrahedron have been repaired, the runway 26 run-up sign has been repaired, and the stadium lamps on the west ramp are also repaired. The city has shared that parts have been ordered to repair the taxiway exit sign and the REIL's.

Taxiway A2 Exist Sign has been broken for over 1 year. REILS on both runways have been out of service for about 1 year.



This maintenance has taken an incredibly long time to be completed. It appears the need to make repairs languished during Mr. Lawson's final months as airport supervisor as he was notified on multiple occasions about the need for repairs.

Please contact City of Redlands Facilities and Community Services (FC&S) Manager, Don Crow, if you see maintenance issues that are not related to one of the FBO's. Don has airport oversight until a new supervisor is hired and his email is dcraw@cityofredlands.org. If it's an emergency his cell number is 909-557-8520.

REI Gate Repairs, Gate Card Issues and Gate Card Renewals

At the February Airport Advisor Board meeting, Facilities and Community Services Manager, Don Crow, shared the city was going to schedule work to be performed on both the Central Gate and the Coyote Gate to solve a problem that has been in existence for a few years. Have you ever experienced an occasion when your gate card operates one gate but not the other? The city believes the problem exists because each gate is operated by a separate computer program. So, if card data is not input correctly or there are communication issues, a user may be able to operate only one of the gates.

A contractor performed the necessary work to migrate both gates to the same computer system during the first week of March. There were some occasions during that week when one of the gates did not operate. The work was completed on March 7th. The city believes this repair will improve the reliability of the gates.

If you are having gate card problems or need to renew your gate card, please contact the FC&S office at Redlands City Hall. The administrative aid that answers the phone should be able to provide assistance. The phone number is (909) 798-7655. The city has also shared that they are looking to reinstitute a gate card renewal process on their website.

Redlands 4th of July Committee Seeks a Volunteer for The Event Flyover

Redlands residents Tim Murone and his wife Meike have been organizing and managing the Redlands 4th of July Celebration for years. They have no aviation background and yet there has always been an aviation component to the 4th of July Celebration. RAA member Tony Higa and Len Ingalls have participated in the flyover in past years.

The Murone's were assisted with the aviation side of the show in years past by Redlands Airport tenants Denny Brown and John Krueger. When Denny and John no longer participated, Tim and Meike got some help from airshow pilot Rob Harrison (Tumbling Bear) and his wife. Last year they got some help from someone in San Diego that had some experience as an event air boss.



Tim has shared that Rob Harrison, and his wife are providing limited assistance this year and he is seeking a volunteer from REI with the skills to help them organize and manage the flyover portion of the event. If you are interested, please send an email to Redlands.airport.association@gmail.com and we will get you in touch with Tim.

RAA Recommendations Made During SBD Rwy 24 RNAV RNP Approach Review

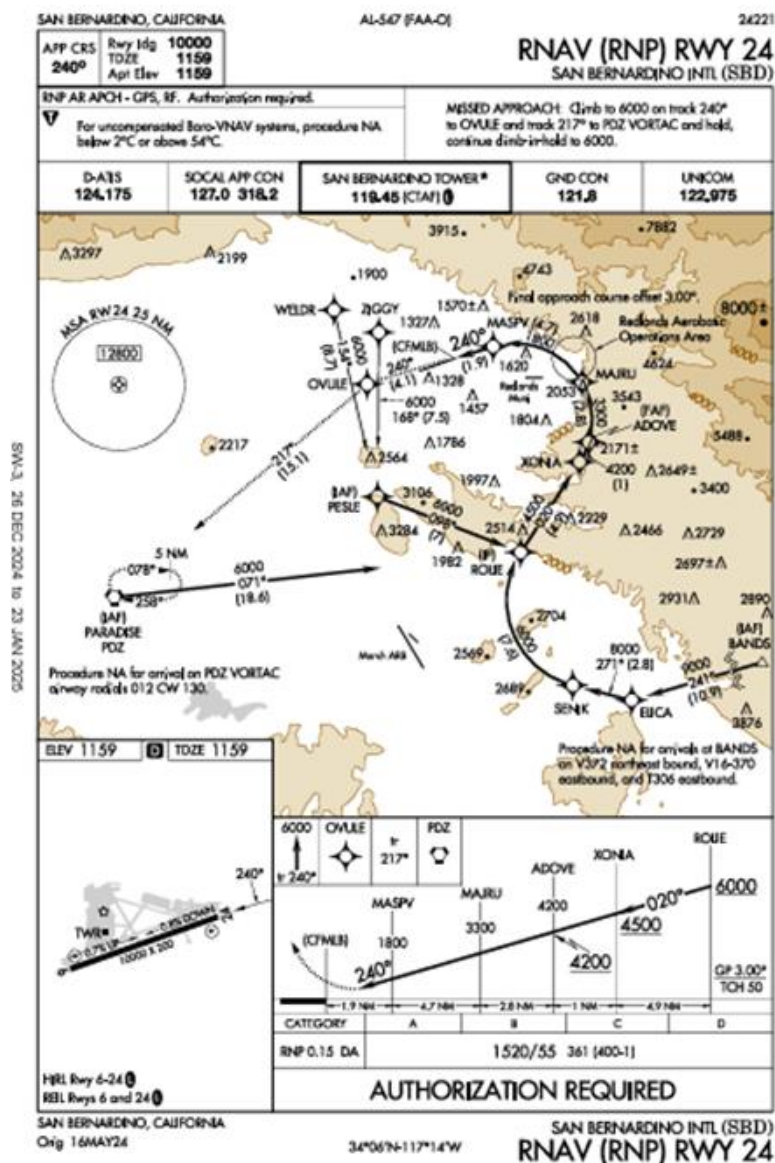
RAA President Ted Gablin

In the 6-30-24 RAA newsletter we mentioned that a new IFR approach to SBD Runway 24 was published on 5-16-24. It's different in some ways than the SBD RWY 24 Visual approach developed for UPS. This approach can be used in IFR conditions, it follows almost the same path as the visual approach in the vicinity of the REI traffic pattern and the approach is public. You can find a copy on your favorite flight planning software.

Even though it is a public approach, please don't go out and try to fly it. It does require special equipment and prior FAA authorization. This approach has been approved for use by certain air transport (Part 121) carriers that service SBD. We know that Fed-Ex and Sub Country have been using this approach.

The SBD RNAV RWY 24 Visual Approach was the subject of 3 separate FAA Safety Risk Management Review Panels (SRMP's). The last one lasted over 4 days. Risks identified in the SRMP have been mitigated so the visual approach was approved for use.

It appears the FAA was okay initially with the IFR approach being published without a Safety Risk Management Review, but late last year we heard they decided to hold a review of the IFR approach. I believe the FAA is simply trying to be consistent with how they reviewed the UPS visual approach. Since the IFR approach has the same risks associated with terrain and traffic a SRMP review was held on January 14 & 15.



I attended the review with RAA VP Tony Digati and RAA member Tom Jones. Don Crow, City of Redlands FC&S Manager attended on behalf of the City of Redlands. We were all given the role of subject matter experts for Redlands Airport. We provided information on safety concerns and local knowledge of our airport operations. Tom is the waiver holder for the aerobatic practice area, so he provided info on the practice area as the approach goes

under it. We also had opportunity to bring information and suggestions regarding safety concerns regarding the approach.

During the Zoom conference we called attention to the FAA Reauthorization Act signed into law in May of 2024. Section 620 of the act (pages 550-552) is intended to improve controller situational awareness in contract towers. Language in this section of the bill states: "Not later than 1 year after the date of enactment of this subsection, the Secretary shall allow air traffic controllers at towers operated under the Contract Tower Program to use approved advanced equipment and technologies to improve operational situational awareness, including Standard Terminal Automation Replacement System (STARS) radar displays, Automatic Dependent Surveillance Broadcast, Flight Data Input/Output, and Automatic Terminal Information System". This section of the bill also mandates within two years the development of standards for new STARS equipment capable of displaying primary and secondary radar targets, allowing these airports to purchase this equipment, training, developing an approved vendor list, and cost responsibility for procuring this equipment. The FAA panel facilitator and Hughes Aerospace engineer that developed the SBD approach were aware of the requirement in the bill, but did not have any real information as to how and when the installation would be made in the SBD tower. All panel members and attendees agreed on the need for surveillance equipment in the SBD tower. We were sure the installation of surveillance equipment in the SBD tower would be a recommendation in the final report produced from the SRM review.

We suggested two communication improvements during the Zoom call to reduce risks with this approach. The second suggestion would have the potential to reduce risk for all SBD traffic transitioning through the traffic pattern area at REI. Both of these communication suggestions were overruled during the review by representatives of UPS and the Airline Pilots Association.

In late February, the FAA circulated a draft SRM report for the IFR approach. None of our recommendations were included in the report. We were asked to submit written comments regarding the draft. On March 4th we submitted the following recommendations:

1. Consider including a recommendation in the report for the installation of surveillance equipment (a tower display workstation) in the SBD tower that will satisfy the deadline (May 2026) in Sect 620 of the FAA Reauthorization Bill. The draft report prepared for the SRMP discusses the lack of surveillance equipment in the SBD tower but stops short of including it as a recommendation in the report.
2. Adding a note to the RNAV RNP approach that mandates aircraft inbound on the approach announce their position on the REI CTAF. This would mirror the note added to the Attention All Users Page of the UPS Rwy 24 RNAV Visual approach, which requires inbound aircraft to broadcast on the Redlands CTAF within 10 nautical miles of SBD.
3. As an alternative to adding a note to the approach, establish a second radio frequency for the SBD tower that is common to the REI CTAF. This frequency would only be used by aircraft conducting approaches to SBD Runway 24, including those on the new approach and those on approach to runway 6 and cleared for visual or circle-to-land procedures to Runway 24. This frequency should also be used on east bound IFR or VFR Runway 6 departures from SBD that transition the REI traffic pattern area.

There certainly is a significant "paper trail" of recommendations made by the RAA and others that will reduce risk for pilots arriving to SBD or departing from SBD through the REI traffic pattern area. We hope the FAA will follow through with recommending these improvements before an accident occurs. We will provide updates on this matter when information becomes available.

RAA Airport Spring Fling April 5, 2025**RAA Secretary Cindy Gablin**

Mark your calendars! The RAA is having a Fly-in and BBQ April 5th from 11:00 am – 2:00 pm or until the food runs out. We haven't had an event at the airport for a while, so I think it is about time!

We want to promote our airport and its businesses to the community, so why not an Airport Spring Fling? We are hoping to get some of our Redlands pilots to join us as well as pilots from the local areas. Pilots like to talk airplanes, and the community loves to see aircraft take off & land, so this is the perfect opportunity to share our love of aviation.

We will be cooking up burgers and hot dogs & hot links for purchase. Along with all the fixings, there will be salad, chips, cookies, sodas and water.

We will also be providing a venue for the Historical Aircraft Display Day. If you participate in this, please bring your plane out and display it so our guests can enjoy.

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

We hope to see many of our Redlands pilots join us for burgers or hot dogs on April 5th.

**Redlands Airport
Spring Fling****April 5, 2025**

**Fly-In and BBQ Lunch
Historical Aircraft Display Day
Redlands Airport Public Lobby
1745 Sessums Drive Redlands
CTAF 123.05**

**Burgers or Hot Dog Lunch Available for Purchase
11:00 am – 2:00 pm or Until the Food Runs Out
Hope to See You There!**



Questions? redlands.airport.association@gmail.com

Coyote Aviation Lease Dispute Update

RAA Member Gil Brown



COYOTE AVIATION'S LAST STAND

On **April 1, 2025 at 1:30 p.m.**, the justices of the California 4th District, Division 2 Court of Appeals (**3389 12th Street, Riverside, CA 92501**) will hear oral arguments from the City of Redlands and Coyote Aviation. Each legal team is allowed only fifteen minutes to persuade the court. Coyote's arguments are sound and persuasive.

After the very consequential hearing, the appellate panel will make a determination regarding the fate of Coyote's appeal. Will the case move on to a trial, or will its life and justice be snuffed out?

PLEASE ATTEND! Your support of Coyote Aviation through your presence will make a difference!

Support Needed for Redlands EAA Chapter 845!

By Bill Ingraham, EAA Chapter 845 VP

Initially, I joined the EAA and Redlands Experimental Aircraft Association Chapter 845 to fly Young Eagles. The Young Eagles program is a great way to introduce youth to aviation. After a few years, I agreed to assume a leadership position in the chapter. My responsibilities were not particularly onerous other than I found it a challenge to find new and interesting speakers to make presentations at monthly meetings.



Participation in meetings fell during the Covid years and didn't significantly improve afterwards. With such little participation, speakers often found themselves in a small group discussion rather than a presentation to the cross-section of Redlands pilots that they anticipated. Chapter activities, including the monthly meetings, stalled apart from periodic Young Eagles events. These remained successful as long as they were timed to coincide with other activities at the airport.

Despite the inactivity, the chapter remains current with its EAA requirements, is insured, is financially solvent and is compliant with state and federal requirements to maintain 501(c)(3) tax exempt status. What the chapter lacks is support from airport users, many of whom are members of the EAA.

We are reaching out to Redlands Airport pilots and others who are willing to get involved in the operation of the chapter. Not only to participate but also to help define the chapter's future scope. At a minimum, that scope would be serving as a vehicle for Young Eagle events. Beyond that, there are a range of options for the chapter. When we've determined the level of interest, we plan to hold a chapter meeting to discuss options.

Bottom line. The chapter needs more people involved, participating in managing the chapter and serving in chapter officer positions. To ensure the Redlands EAA Chapter 845 viability, we are continuing compliance with EAA chapter obligations and are performing the reporting activities required by state and federal agencies.



If you wish to get involved or have questions or suggestions, please email us at eaachapter845@gmail.com or contact me at 909-844-3335.

The Latest Updates on SoCal Airports

As we have shared at many RAA meetings, we do have a few airport neighbors with challenges that threaten their long-term existence. Why? Real estate value, restrictions on revenue diversion, noise and overflight complaints, local government ignorance of the airport's value, and potential liability concerns are just some of the reasons we hear. Here's a run-down of the latest issues and news at airports in our local area.

Banning, KBNG – Banning City Council has put their city manager on administrative leave. He was instrumental in trying to close BNG. We have heard that 3 of the 5 council members of the new Banning City Council are in favor of retaining their airport. The Banning City Attorney is meeting with Brian Armstrong, FAA LAX ADO Manager, to discuss the airport. An Exclusive Negotiating Agreement between Banning and Hillwood Development executed on December 12, 2023, could expose the city to liability if they change course on closing the airport. The 5-year agreement binds the city to negotiate with the developer on an exclusive basis. In return, the developer paid the city of Banning \$250k initially for costs related to preparing CEQA, land lease and entitlement documents. The agreement also requires the developer to pay another \$250k annually for the term of the agreement. It is not known how much Hillwood has paid the city, but they certainly will not be paying anymore if the city does not proceed with the airport closure. It is unclear as to whether or not the city will have any liability to Hillwood if they do not close the airport.

Chino, KCNO – There is preliminary discussion among FAA officials to modify the south side of the Ontario Class C airspace to allow aircraft flying right traffic to CNO 26R to avoid entering Ontario Class C airspace. **More to come...**

John Wayne, KSNA Airport administration is building new GA facilities for a public charter service, JSX. GA tenants are upset. They have been after airport administration to build small GA hangars. They believe airport administrators believe tiedowns are adequate for small GA aircraft. They feel SNA is trying to push small GA aircraft out of the airport. There are 242 GA aircraft based at SNA.

Santa Monica, KSMO

During the Palisades fire, CalFire crews moved from CMA to SMO. SMO was closer to the fire and allowed crews to operate and fight fires more efficiently. At the height of the fire, 13 helicopters were based at SMO. A CalFire chief has publicly stated that closing the airport will increase their response time. The Santa Monica Airport Association is making the airports contribution to area firefighting safety very public to Santa Monica residents. They have created this video for sharing with the public: <https://www.dropbox.com/scl/fi/50qlh0m7blgrxvr6spy09/SMO-Palisades-Fire-CalFire-Highlights.mp4?rlkey=hpn522c39popk4u3ix57er4vm&st=0rou31wu&dl=0>

Torrance, KTOA- A Freedom of Information Act (FOIA) request has determined that 5 individuals are responsible for 95% of the aircraft noise complaints that have created issues for Torrance Airport. The noise monitoring system cost the city \$284,000 plus \$70,000 per year for maintenance and upgrades. Torrance pilots believe the data is being misinterpreted by city officials and should not be used to support the restrictions they have imposed on airport operations. Lesson for us is to deal with noise complainers before city official act to pacify complainers.

Van Nuys, KVNY- The airport sponsor, Los Angeles World Airports (LAWA), is proposing new landing fees for general aviation operations at Van Nuys Airport (VNY). LAWA will be presenting the proposal on landing fees and receiving public comments at the Van Nuys Airport association meeting on April 1st at the Airtel Plaza Hotel, Van Nuys at 4pm. Public comments can also be submitted by email through April 11th. Please send comments to VNYLandingFee@lawa.org For more info go to: <https://www.iflyvny.com/-/media/iflyvny/vny-news-and-facts/vny-landing-fees-notice.pdf>

Human Factors & A Safety Culture

By RAA Safety Officer Larry Rice and FAA Safety



None of us ever get up and plan on having a bad or mediocre day. I believe that we all get up planning on having a great day no matter what comes along. Especially while we are around airplanes or flying.

I am certain all of us, or at least most of us, can remember the KLM and Pan American Airlines accident in Tenerife. Over 600 people lost their lives. No one could have imagined the tragedy that day. If you are not familiar with the accident you can learn about the accident at this site <https://youtu.be/52DtO9k3POE> There are shorter videos too.

Not one of the passengers, crew members, or tower controllers would have predicted this catastrophe. This catastrophe was all about decision making and human factors.



We're in the midst of a new way of thinking about safety. We are transitioning from a reactive culture, where we wait for something to go wrong and then fix it, to a **proactive and just** culture that treats aviators fairly and employs safety risk management to improve safety.

Reactive cultures are known for the blame-shame-retrain method for pilots who are involved in accidents and incidents. The trouble with this approach is that you must have an undesirable event before you begin to think about how to avoid it. And if you focus your attention on individuals rather than systems and environments, you're often setting up folks for future failures.

There's a better way ...Proactive cultures seek to:

- identify hazards associated with flight operations,
- assess the risk that those hazards would negatively impact safety,
- and either eliminate those risks or mitigate them to acceptable levels of safety.

Proactive cultures are also just cultures and still hold people accountable for their actions, but — if they are complying with established regulations, policies, and procedures — the focus will be on the system and not just the individual. Just cultures will always ask, “*What* happened?” rather than, “*Who's* responsible and how should they be punished?”

On an individual level there are three essential elements that support a personal commitment to safety. They are:

- **Safety Risk Management** ✅ — A structured process consisting of hazard identification, risk assessment, and risk elimination/mitigation.
- **Pilot Proficiency** 🧑‍✈️ — maintaining a level of performance equal to or exceeding requirements for normal and emergency aircraft operations. Proficiency can be facilitated by using a personal minimums checklist, or evaluation and coaching from a flight instructor.
- **Technology** 💻 — effective use of information and automation technology to increase flight safety.


While we've made great strides in addressing risk through SMS achieving further progress with safety will require a closer look at the art and science of human performance.


The term “human factors” refers to the wide range of issues affecting how people perform tasks in their work and leisure environments. Human factors study applies knowledge of the human body and mind to better understand human capabilities and limitations. This allows us to better design tasks and technology to optimize the relationship between human operators and the environments within which they work. Few aviation accidents result purely from technical factors. In around 70–80% of cases, deficiencies in human performance contribute directly to the outcome. Knowing when and where humans are likely to make mistakes has helped us to understand that errors rarely occur in a vacuum, but rather within organizational and operational systems. That allows us to design safety management systems that feature error-tolerant processes with built-in checks and balances and complementary assistive technology.


Challenges remain, however, whether it’s over-reliance on technology, the pilot shortages that strain existing operations and resources, the expansion of new National Airspace System (NAS) entrants, or the continued need to stay focused on safety and security systems. How individuals and groups meet these, and other operational challenges has a lot to do with culture.


The beliefs, attitudes, norms, and values that people within an organization share are described as organizational culture. We could describe culture as, “**the way we do things around here.**” Safety culture is an essential part of organizational culture. It affects the way the organization manages safety and therefore, the ultimate effectiveness of its safety management system.


Dr. James Reason, a noted psychologist and human factors expert, produced a model of the five key ingredients of effective safety cultures.

 **Informed Pilots** — gather all available information before flight and identify hazards that may compromise safety. They eliminate or mitigate the risks those hazards pose before takeoff and continuously update their assessments with new information enroute.

 **Reporting Pilots** — do not hesitate to discuss and learn from errors they make. They strive to report objectively and without bias. They seek guidance and coaching from flight instructors and peers.

 **Learning Pilots** — are constantly learning from their experiences and from those of their peers. They participate in continuing education and proficiency training, and they use lessons learned to improve their operational procedures.

 **Flexible Pilots** — are flexible in their relationships and in their mission planning and execution. They are willing to adapt to changing conditions and priorities, but only if they can maintain an equivalent or higher level of safety.

 **Just Culture Pilots** — understand that errors are inevitable and that they have a responsibility to disclose them in order to provide information useful to crafting more effective processes and procedures. They expect to be treated fairly but also to be held accountable for their actions — especially those that are violations of policy, procedure, or regulation.

We need to keep these ingredients in mind every day of our lives, not just aviation lives but every aspect of our personal and work lives. **I never want to see another Tenerife Island type of accident again!**

Let’s All Fly Safe Out There!

January, February & March Flykrei Flyouts

By Walt, Sherry & Peanut

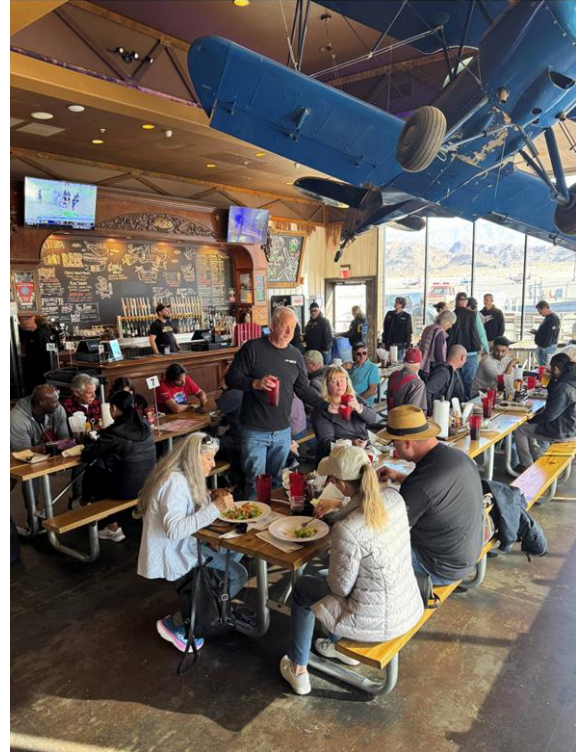
Here is a writeup of the Flykrei flyouts that took place this quarter. Walt & Sherry Ferar organize the flyouts on the first Saturday of the month weather permitting. Contact them at flykrei@gmail.com to get on the mailing list.

January

The first of the year fly-out to Havasu on January 4, 2025, was a big success. It started out to be a great turn-out the week leading up to it with 42 people planning to come and 22 planes. By Saturday morning the wind forecast across the desert and IFR early morning weather from Los Angeles to Redlands changed a lot of people's comfort zone. It seemed like the attendance would be minimal.

Sherry and I flew out of REI at 8:00, and once we passed Yucaipa it was totally clear. Going through the Banning pass at 7500' the winds were in the mid 20's but only a few bumps. Out past Yucca Valley we climbed to 9500' and had a smooth flight all the way to the Colorado River despite quartering winds at times hitting 34kts. We arrived at Havasu with 3 planes already there and hung out on the ramp for a while for others to come in. Hangar 24 was very accommodating and seated us at 2 long tables.

Over the next hour pilots kept arriving, In the end we had 14 airplanes and 35 people. A great turnout for the first of the year.



February

The Flykrei February 2025 fly-out was yesterday February 1, 2025, to New Cuyama. Thirteen planes with 28 people made this fly-out a big success. The weather flying in offered a 22kt head wind with very smooth air. A small surprise was a cloud layer about 500 feet thick and 2000' above the ground about 20 miles east of L88. We flew in at 8500' and dropped through a big, 3 mile opening to get below the thinned-out clouds. Once on the ground we shared on coms the approach situation with the other planes flying in.



Parking was much cleaner than I had remembered, so there was no need to hand-park the planes. After checking out each other's planes we made our way over to the Buckhorn Restaurant. As usual the staff at the Buckhorn was ready for us with the big back room and ample seating. After sharing stories and filling our stomachs we organized to fly and look at the fault line in the Carrizo Plain. Two groups flew, one faster planes and the other group the slower ones in Conga Line fashion to follow the fault line to the west around Soda Lake and back.

On the return home we flew at 11500' to take advantage of the 40kt wind out of the west making the return home fast. There was zero turbulence at that altitude, a smooth fast ride. We got lots of pics on this one, a special thanks to Scott Schock for all the ground shots.



March

On Saturday March 8, the Flykrei fly-out was to Guido's at Rosemond Sky Park for Breakfast. This fly-out was originally planned for the 1st Saturday of the month but Mother Nature had other plans giving us IFR skies on the 1st. This time the weather was severe clear, the winds over the desert were 30+ at higher altitudes but it was smooth, no turbulence. Four planes from Redlands, two from Cable, one from Apple Valley, and one from Torrance. 17 people in all. As you can see, we packed the available parking, 8 planes is maximum out front.



The food and service was excellent, Guido's is a great airport diner. By 10:30 we were all on our way home.

We hope to see you on next month's fly-out.

Walt, Sherry, and Peanut

Awards, Endorsements & Ratings @ REI



Austin Crane

First Solo

2/11/2025

CFI Doug Wolfe

Westwind Flying Club

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



RAA Airport Improvement Projects

Occasionally, an opportunity arises when the RAA may be able to sponsor a project that can make our airport a bit more friendly to tenants and visitors. Of course, we need to be sensitive to staying out of areas that are the responsibility of the city or one of lease holders. We also need money and volunteers to enable us to sponsor projects. Here are two projects we are working on in 2025 to make REI a better airport.

Wheel Chock Project

An RAA Member donated some wood that was cut out for wheel chocks. They were unfinished. We will be completing the assembly of these chocks and a storage board for them. The chocks can be used by pilots flying to REI and parking in the transient spaces near the lobby. The chocks will be a welcome safety tool to keep aircraft from rolling away before they are tied down. RAA Treasurer Bob O'Connor is managing this project.

Compass Rose Project

The west ramp slurry coat project in 2024 improved the pavement on the west ramp. Unfortunately, the slurry/friction coating was applied over a compass rose that exited just northwest of the Coyote Hangar complex. The old compass rose was painted by RAA member John Krueger and was utilized for swinging compasses both wet and fluxgate types. The RAA is planning to sponsor a volunteer project to paint a new compass rose at an acceptable location on the west ramp.

Compass roses are used to calibrate aircraft compasses. This includes both the old-style wet compass and the newer fluxgate magnetometer compasses. The compass rose will be orientated to magnetic north and will include 12 points.

The RAA is being supported on this project by members of two 99's Chapters. The 99's are an international female pilot group. They were founded in 1929. Their first president was Amelia Earhart. Founding members have been "airmarking" airport names and compass roses on airports as far back as 1935. When it comes down to painting compass roses, the 99's have years of technical experience. Here is a link with more information about the 99's involvement in airmarking: <https://www.ninety-nines.org/air-marking.htm>

So where are we on the project? RAA member Racquel Stevens is a member of the Orange County 99's. She has put us in touch with some 99's including members of the San Gabriel Valley (SGV) Chapter. The (SGV) chapter has recently completed a compass rose project at Flabob and just finished another one at Riverside Municipal.

The 99's worked with Flabob Airport in January this year to paint a compass rose. The compass rose that will be painted at REI will be the same design and similar in size. The outer edge of the compass circle will be 60' in Diameter. The diameter of the compass rose at the compass points are 80'. Here is a photo of the compass rose.





The compass rose at Riverside Municipal Airport was completed in late March this year. This project was sponsored by the City of Riverside. At 120' in diameter at the lettering and located in front of the lobby the compass rose makes a huge statement for the airport. It also satisfies the functional need to swing aircraft compasses.

The 99's require magnetic north to be surveyed at the location of the compass rose. An REI airport tenant, Steve Leja, who is a surveyor, has volunteered his time to perform the survey at no cost to the RAA. The RAA received conceptual approval from the city to paint a compass rose on the west ramp. They have also agreed to give the required approval in writing after the final location is approved by AAB members at their April meeting.

The RAA will provide paint, painting supplies, volunteers, food and drinks. The project is estimated to cost \$2300. The expense will be voted on by members at our March meeting. We are hoping to get the project started before it gets warm. If not, it will be completed in the fall.

Both the wheel chock and compass rose projects will be funded via RAA member dues, donations and proceeds from RAA events. RAA Members can help us move forward on airport projects by volunteering when they can, staying current on member dues, donating money or supplies and supporting RAA events by attending. With your help we can make Redlands Airport a more welcome airport for tenants and visitors.

We will keep all advised on our progress on these projects!



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 information 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!



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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



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Larry Rice	Safety Officer
Wayne Reid Jr.	Director
Phil Ensley	Director

It's Your Airport Get Involved!!!!

Upcoming Airport Events

Redlands Airport Spring Fling April 5th 11am -2 pm

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

RAA Holiday Party - (Members only) December 12th 6:30 pm

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.

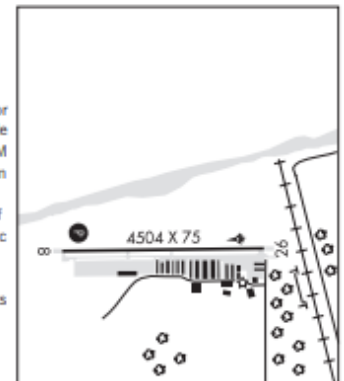
About Our Organization...

"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."



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 QX 1, 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/vof 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.

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L-4H, 7C, A
IAP



Not for Navigation