

# Redlands Airport Association Newsletter



Chapter of California Pilots Association



## *The Mission of the RAA*

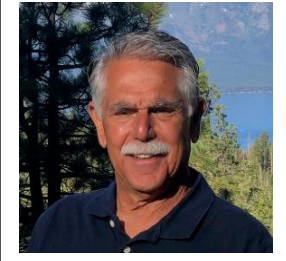
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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

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## Observations & Comments

By RAA President Ted Gablin



Banning Municipal Airport (BNG) is in trouble. It is on a path to closure. You can read the article on the next page for the details associated with ongoing closure efforts. We all don't like to see airports close. So, I want to reflect on a few things that have led to why BNG is in danger of being closed. There are lessons for all of us.

BNG has only 16 aircraft based there. That's not always been the case. What happened? BNG is a dead airport. Other than one skydiving business that is doing very well there just isn't much going on at Banning. There is fuel, but no maintenance facility, no flight schools, no EAA chapter and no organized groups to advocate and hype their airport.

Almost half of the hangars owned by the City of Banning are not capable of being leased because they are falling down from lack of maintenance and age. There are supposedly 30 hangars occupied, but there are only 16 based aircraft. You can be sure there are plenty of non-aviation tenants in those hangars. Imagine how this all looks to someone looking to use BNG as the home base for their aircraft. Or, how about an aviation business looking to open up shop. No thanks!

Consultants claim BNG operations have dropped 71% from 2010. BNG appears to be a financial liability to the City of Banning. It doesn't raise the revenue needed to sustain itself. Taxpayers don't have much tolerance for this type of waste. A developer is involved too, with promises of revenue and jobs from the tilt up warehouses and industrial buildings they hope to construct. That prospect got the attention of the Morongo Indians as they just didn't see very many job prospects at BNG. I recently spoke with a pilot who has made efforts to save BNG. He has had contact with the FAA. He believes the FAA will not allow the closure. I don't think that will be the case.

Publicly owned airports must support themselves financially. The City of Banning has responsibility to do maintenance to keep the airport safe and attractive to new and existing tenants. They also need to welcome businesses. But local pilots have some responsibility too! Did any go to council meetings to push for maintenance at BNG? It's tough to get cities to invest scarce taxpayer funds in their airport. Did any of the tenants lobby city officials to advertise for revenue producing maintenance FBO and/or flight schools? BNG was a fire base for the Apple fire, did anyone at the airport contact the local paper to hype the public safety importance of the airport. Have any tenants hosted an event at the airport to get school age children out to learn about aviation?

We all need to be aware of the economic issues around maintaining our GA airports. With a declining pilot population only airports that are economically viable will survive. Airport tenants have a big role in keeping their airports economically fit. Having a strong airport association is key to tenants organizing to lobby for and promote their airport. As I mentioned earlier, unfortunately BNG doesn't have one of those either.

## REI Airport Updates

### **Redlands Airport and COVID-19**

**Flight Activity @ REI** – As we reported in our last newsletter, flight activity at REI is less than pre pandemic activity levels. Some students and instructors have decided to avoid the close confines of a small aircraft cabin. Others are not so concerned. There is still significant flight instruction activity at REI. One of the hardest hit businesses at REI is ATA. Visas for their Japanese students were simply not available after March. We are hearing that restrictions are starting to be relaxed and there has been some relief for ATA. HP Helicopters has been busy with firefighting contracts. They have been on the road working fires since June.

**REI Lobby** - The REI Lobby remains closed to meetings involving airport tenant businesses, schools, associations, and clubs. It is also closed to the public. The closure is in line with City orders to close all city offices and the library to public access because of the COVID -19 pandemic. The west side door remains open for restroom access and individual instructor/student briefs.

**National Aviation Day** -We had contemplated supporting an EAA 845 Young Eagles event to coincide with National Aviation Day in August. But, because of the recent increase in COVID cases, the event plans were cancelled.

**RAA July, August and September Meetings Held via Zoom Conference** – The RAA July and August meetings were held by Zoom conference. The meetings have been well attended and productive. The Zoom meetings will continue in the interest of keeping people healthy. We will probably resume in person meetings when the lobby becomes available.

### **Banning Municipal Airport – Ongoing Closure Efforts**

On April 25, 2017, the Banning City Council voted to close Banning Municipal Airport (BNG). The vote was 4-1, with Mayor Pro Tem Debbie Franklin dissenting. She opposed it because the city did not explore what it would take to lure back airport business.



Banning officials are convinced they would be better off attracting logistics centers and warehouses to occupy the 154-acre airport property. They believe the property is ideal for development because of the nearby freeway and rail. City officials used a study by a consultant in Diamond Bar, HdL, to conclude that maintaining the airport is not in the city's best financial interest. The study cited the declining levels of general aviation and the decreasing number of operations at BNG. The FAA currently lists only 16 aircraft based at BNG and roughly 6000 operations annually. To put that in perspective current FAA Data lists 179 aircraft based at REI and 44,000 operations annually. It's not difficult to understand the level of activity at BNG may not generate the revenue necessary to pay the airport expenses.

The activity levels at BNG may have other drivers besides the declining level of general aviation. BNG is very neglected. It was reported earlier this year by the Banning Record Gazette that BNG has only 30 of their 55 hangars leased. 23 of the remaining hangars cannot be leased because of their dilapidated condition. Despite all of this, BNG has attracted a thriving sky diving business. Skydive West Coast, a tandem parachute jumping business reports nearly 60 customers a day during the summer season.

Earlier this year, it looked like the city may have been rethinking the closure. They did acknowledge they were still seeking to close BNG, but they also admitted it could take years. So, they applied and were approved for an FAA Airport

Improvement Grant for \$645K to repave the runway in 2021. The grant would require the City of Banning to keep BNG open for 20 years (2040?) and would bring their total grant obligations, since 2005, to \$3.3 million. These grant obligations would need to be repaid if Banning closed the airport. Additionally, in June, the city applied for and received a \$30k CARES grant from the US DOT and FAA for sealing the BNG runway pavement and pavement joints.

On August 8<sup>th</sup> the Banning Record Gazette reported that the City of Banning and the Morongo Band of Mission Indians had solicited the assistance of Congressman Raul Ruiz to introduce legislation that would grant the city of Banning relief from the FAA grant obligations they would need to repay if BNG was closed. Congressman Ruiz has announced he has introduced [H.R. 7729](#), the Banning Airport Redevelopment Act to the U.S. House of Representatives. If it passes, the bill will release Banning Municipal Airport from its FAA grant obligations. We will keep all advised as to the latest news on this airport closure attempt.

### **REI Supports Efforts to Fight the Apple & Eldorado Fires**

The Apple Fire started on July 31<sup>st</sup> in Oak Glen. The fire was human caused. A spark from a diesel truck was reported to be a cause of the fire. By mid-August it had burned almost 34,000 acres, involving areas in Oak Glen, Cherry Valley, Banning Canyon, and the San Geronio Wilderness. The fire required almost 8,000 residents to be evacuated between Cherry Valley and Morongo Valley. There were 2200 personnel involved in fighting this fire from various agencies. By the time this fire was tamed it burned 4 homes and 8 structures. Three people were injured. It could have been much worse!

This was a difficult fire to fight. It burned primarily in mountainous areas where it is difficult to get hand crews and their equipment positioned to fight the fire. So once again, multiple aircraft were assigned to fight this fire. This included fixed wing aircraft operating out of San Bernardino (SBD). Many large contract fixed wing fire tankers were involved. This included a C-130, DC-10 BAE 146, B737 and the B747. Cal Fire reported 17 helicopters were also involved with fighting this fire. At least 6 of these helicopters were based at Redlands airport and we heard there were quite a few based at Banning Airport (BNG). These aircraft were instrumental in fighting this fire, saving lives and property. KABC recorded the efforts of these brave aerial crews in a 68 minute YouTube video you can watch at this link: [Apple Fire](#)





The El Dorado Fire started at approximately 10:30 a.m., Saturday, September 5 at El Dorado Ranch Park in Yucaipa. The fire was caused by a pyrotechnic device used for a gender reveal party at the Eldorado Ranch Park.

As of the date of this newsletter, the fire has burned approx. 23,000 acres. On September 17<sup>th</sup>, it tragically took the life of a firefighter. There have also been 13 fire personnel and civilians injured. It forced the evacuation of thousands in parts of Yucaipa, Oak Glen, Mentone, Mountain Home, Forest Falls, Angelus Oak, 7 Oaks and Jenks Lake. At one point, at least 1,350 personnel were involved with fighting this fire. It destroyed 10 structures and damaged 6. The fire initially burned areas containing grass and chapparal. So, it spread very fast and created heavy smoke for miles. The hot dry weather, smoke, terrain, and massive area involved made this a difficult fire to contain.

Many general aviation airports, including REI, are commonly used as bases and staging areas for air-based firefighting operations. Firefighting aircraft can have access to airport services such as ramps and runways near the fire location. This means crews will spend less time traveling back and forth from a base. It also allows them to use their fuel to spend more time at the fire. REI is in an ideal location to support firefighting with heavy lift helicopters. The huge vacant west ramp is large enough to allow staging numerous helicopters and their support equipment.



REI is also near the US National Forests in the San Bernardino Mountains. Aerial firefighting is a natural in these remote areas. Because of their slow flight and hover capabilities, firefighting helicopters can get in and do pinpoint fire suppression to save homes threatened in these rural areas. There is water available for the “Bambi Buckets” used by these helicopters at reservoirs and lakes in the local San Bernardino Mountains. Redlands hotels and restaurants are nearby to support the weary crews at the end of the day. REI is an asset to many local communities by being available to function as an emergency helicopter firefighting activity.

On August 2<sup>nd</sup>, an emergency firefighting base was established at REI. It was in place until 8/15. At the height of the fight there were 4 Blackhawk and 2 Chinooks fighting the Apple fire. The emergency firefighting base for the Eldorado Fire was set -up on September 5<sup>th</sup>. The base was still active when we published this newsletter on 9-23. There were at least 4 Bell UH-1’s (Huey’s), 1 A-Star 350, and 2 Sikorsky S-64 Skycrane helicopters temporarily based at REI to fight this fire.

Airport Supervisor Bruce Shaffer has negotiated land use agreements with the US Forest Service (USFS) for these temporary firefighting bases at REI. The agreements reimburse the REI enterprise fund at the following rates: \$200/day, \$1000/week, and \$4,000/ month. This land use agreement is specific to an incident and will need to be executed anytime the ramp is used as a fire base. This is a first for REI. It has not been reimbursed for USFS use in the past.

### **REI Tenants Get Access to the SBD Wash Rack**

REI's lack of environmentally compliant wash rack has been a subject discussed at Airport Advisory Board meetings for at least 20 years. It seems compliance with storm water discharge laws comes and goes with every new airport supervisor at REI. But, with the advent of a new State of California focus for compliance with these laws, it's no longer possible to just pull out a hose and wash your plane at REI.

The city is enforcing the prohibition on washing vehicles, aircraft and equipment at REI using methods that allow dirty wash water to reach into airport lands and or drainage areas. We are hearing code enforcement issued an administrative citation to a tenant with a fine of \$100. He was caught washing his vehicle in front of his hangar.

Please use the following methods to wash aircraft at REI:

- Dry wash products.
- A mobile detailing service that employs containment methods for dirty wash water.
- The wash rack at SBD airport.

Yes, we can use the wash rack at SBD. Mr. Shaffer worked with Mark Gibbs at SBD to get REI tenants access to the SBD wash rack as an alternative method to wash **personal aircraft**. It's great that the SBIA management has allowed us the use of their wash rack to wash our aircraft. Please be mindful of these requirements to use their wash rack:

- No commercial aircraft washing, or detailing is permitted.
- No cars or vehicle washing is permitted.
- Bring your own hose and nozzle (we are hearing there is a hose at the wash rack).
- Bring your own soap.
- Bring your own towels/rags and take them with when you leave.

The wash rack is located on the east ramp at SBD. When you taxi, please tell the tower/ground controller you wish to taxi to the GA facility on the east ramp. It's located between the GA hangars and the SB County Sheriffs Aviation Facility. Please see the photo below.



Why does REI not have a wash rack? They are expensive and it's almost impossible to get FAA grants to fund them. The city just hasn't been willing to make the \$300-\$500k investment. We have some good data for a wash rack cost estimate. Truckee Tahoe Airport (KTRK) District just finished the installation of a brand-new wash rack that complies with California environmental laws and supports their aviation tenant's needs to maintain their aircraft. The wash rack includes the necessary water runoff collection filtering system. They paid \$365,625 for the project and used an FAA (AIP) grant, and airport moneys to fund the project. We are hearing they were approved for AIP grant money to fund a wash rack because of their large operations which at one point included passenger traffic.

### **Thefts and Suspicious Activities Reported at REI**

Some of you may have heard that there have been some recent fuel thefts and other suspicious activities such as vehicles racing and performing donuts over on the west ramp. While there were some witnesses to the vehicles, when it came time to report, it was difficult to pinpoint who it was because there was some critically missing information.

If you see any suspicious activity around the airport, do not hesitate to go and ask questions, and report said activities. When you do report any activities, try to get all of the individual's descriptions. How tall are they? How old do they look? What are they wearing? What are they doing? If vehicles are in question, note the make and model of the vehicle, the color, and super important, the license plate. If you see something odd going on, and you feel comfortable, go ask questions. But it's quite alright if you don't feel comfortable doing so. If you don't want to get involved, call the airport supervisor or law enforcement, and try and give as much information as I've suggested above.

Being part of the airport community is a wonderful thing. This is a family. It should be a safe and happy environment for everyone. That's why it is also our duty as airport users and tenants that we should always be vigilant and make sure to observe our surroundings to keep that safety intact. We all need to look out for each other.

### **AOPA Solicits Help of CA Members to Oppose SB 1120 & SB 902**

On August 8<sup>th</sup> AOPA sent an email to all California members asking for their assistance to oppose two bills, SB-902 and SB-1120 working their way through the California Legislature. Members were asked to contact their California Assemblyman and urge them to oppose the bills. The bills were being reviewed by an assembly working committee on August 11<sup>th</sup>. It was hoped that with member support the bills could be stopped during this committee review.



AOPA has shared that SB 1120 and SB 902 are being driven by developers, and if passed into law could have a very negative impact on general aviation airports in California. These bills essentially strip local government of land-use planning and approvals in the name of "affordable" housing in the state. There is an excellent write-up on these bills prepared by a group called "Livable California" at this link: <https://www.livablecalifornia.org/act-now-3-2/>.

Although the write-up does not mention airports, it is not difficult to understand that these bills will increase residential encroachment near airports. This new residential development would be exempt from the California Environmental Quality Act (CEQA) and that would be problematic. CEQA requires a rigorous review of aircraft noise and overflight impacts when residential developments are proposed near airports. These bills would also hinder protections afforded by airport land use compatibility plans developed by California cities and counties with public airports.

We heard that despite the last-minute oppositions by the aviation community, the bills were not stopped during committee review. Fortunately, both bills were not passed by the assembly by the 8-31-20 legislative deadline. That date is the last day for each house in the California legislature to pass bills this year. So, these bills are dead for now. Unfortunately, there is a high probability they will be resurrected in next year's CA legislative session which begins January 4, 2021. Thank you to all that took the time to contact legislators to oppose these bills. At a minimum, calling attention to

the deficiencies in the bills could lead to amendments that maintain existing land use protection around airports. We will share any additional information we learn about these bills.

### **Airport Advisory Board (AAB) Activities**

The Redlands AAB meets monthly on the first Wednesday of the month at 6pm. They usually meet in the Redlands City Council chambers and sometimes at our REI public lobby. The AAB acts in an advisory role to the Redlands City Council on all things related to the airport. There are many important airport issues discussed at these meetings. They are also a good public forum for airport users to learn about the airport and to make the City aware of airport issues.

The last “in-person” AAB meeting held was February 5th. All meetings since that date were cancelled. This has been the result of the closure of City offices due to the pandemic. Except for the Redlands Planning Commission, it does not appear any of the City of Redlands boards or commissions have had meetings since mid-March. The September 2nd AAB meeting was held via Zoom conference. The Zoom meeting protocols mandated by the City of Redlands did not afford the public an opportunity to interact directly with board members. Members of the public that desired to comment on the agenda or any other airport issue were asked to submit written comments (250 words or less) via email to airport Supervisor, Carl Shaffer no later than one day in advance of the meeting.

Board members were not happy with the lack of public interaction at the meeting. It was mentioned the Redlands City Council chambers have been made COVID 19 compliant. Plexiglass partitions were installed to separate council members seats and at the speaker’s podium. Board members highlighted the council chambers were being used by others so the room should be okay for airport advisory board meetings. After some discussion and with assistance from AAB Liaison, Councilmember Paul Barich, there was tentative approval to hold the October meeting in the Redlands City Council Chambers.

Another item discussed was the preliminary REI 5-year capital plan submitted to the FAA. The plan, prepared by Bruce Shaffer, includes projects to update the airport layout plan, develop a wildlife mitigation plan, perform engineering for a new perimeter fence and construct a new 8’ perimeter fence. Projects dropped from the plan include covering the open drainage ditch alongside the west ramp and some paving.

There was considerable board discussion about adding a wash rack to the plan. Bruce Shaffer stated the FAA was not likely to approve the use of discretionary funds for a wash rack at REI because they believe other projects have priority.



AAB Board Member Catherine (Cat) Pritchett ventured into the wild blue yonder with REI pilot and friend Jason Wondolleck. Cat had an informal introductory flight lesson during the flight in Jason’s beautiful Cessna 180. Jason shared Cat piloted the aircraft back to REI from Riverside Municipal. Cat enjoyed the experience and his contemplating taking lessons to earn her private pilot certificate. We hope she follows through!



## **Redlands Candidates and Measures on the Ballot on November 3<sup>rd</sup>**

We all know 2020 is a presidential election, but there are a few other local candidates running for office and some other important propositions and ballot measures. Here are the Redlands City Council candidates and an important ballot measure for our Redlands voters. Please take some time to research the candidates and issues around the ballot measure. Our government works best if we all get out and vote!



**Ballot Measure "T" Sales Tax Ordinance:** Voters in the City of Redlands will decide if they are okay with a 1 cent sales tax increase. The sales tax increase would help offset revenue lost because of the COVID-19 pandemic. The current sales tax rate is 7.75 cents. It is estimated the increase would generate \$10.7 million annually and would help minimize cuts that would need to be made to city services.

**Redlands City Council, District 2:** Councilman Eddie Tejeda is to run for reelection in District 2 unopposed. District 2 covers the central part of the city between Tennessee and Church streets and from Citrus Avenue to the northern border.

**Redlands City Council, District 4:** Councilwoman Toni Momberger has decided not to seek re-election. Candidates running for this district include Steven Frasher, Jenna Guzman-Lowery, Ivan Ramirez and Lane Schneider. District 4 is east of District 2 between Church and Ford/Judson streets and from Pioneer Avenue on the north to Sunset Drive on the south.

**Redlands City Clerk:** Jeanne Donaldson is running for reelection. She is joined on the ballot by candidate Roy George.

**Redlands City Treasurer:** Robert Dawes is running for reelection unopposed.

## **RAA Website Gets Some More New Features**

The RAA website received another addition. We have added a "useful links" tab that will take you to a web page with links to sites many of us use. This includes the AOPA, CalPilots, EAA and a few others. Check out the picture below for the new tab and page. You can access the website at [raacp.org](http://raacp.org)

### **Redlands Airport Association**

*Chapter of California Pilots Association  
Your Source for Redlands Airport  
Information*



#### **Useful Links**

[AOPA](#)

[EAA](#)

[CalPilots](#)

[Flight Service 1-800wxbrief](#)

[Fun Places to Fly - Aviation Events](#)

[Our Favorite Local Airport Restaurants](#)

#### **Recent Posts**

- Protect our California Airports! Help Oppose SB 1120 & SB 902
- Caution: Fire Tanker Activity at and over Redlands Airport
- Garmin Has been Hacked!
- Redlands Pilots Win Big @ EAA Poker Chip Run Fundraiser
- Redlands Airport Re-striping Project Video

#### **Categories**

- Airport News
- Election Information
- Legislative Issues
- Notices
- Safety
- Social/Special Interest
- Uncategorized



Also included on this page is a link to a database of [“Our Favorite Local Airport Restaurants”](#). This one is sure to be a hit as many of us know a few REI pilots that will fly for food. There is a whole group of REI pilots and passengers that have met on Sunday mornings for years to enjoy flying adventures to nearby airport cafes. RAA Directors Walt and Sherry Ferar have put this data base together and it includes location, hours, phone numbers and websites of airport cafes from our local area to as far away as Prescott, Arizona (KPRC). Walt and Sherry plan on keeping this database updated and we are sure it will be very popular with our members!



## EAA Chapter 1 Poker Chip Run

By RAA Vice President, Phil Ensley

On July 25<sup>th</sup>, EAA Chapter 1 of Flabob hosted a poker chip run for the surrounding pilot community. There were five total destinations to pick your chip color: Redlands, Cable, Corona, French Valley and finally Flabob. A total of 22 aircraft participated. A large group of nine aircraft comprised of Redlands folks. I would be confident in saying that everyone had a whole lot of fun! Once everyone reached Flabob, a wonderful outdoor picnic commenced with hamburgers and hot dogs prepared by Chapter 1 folks. And while lunch was being served the poker chip count began.



There were three colors of poker chips to choose from at all the destinations, red, white, and blue. Each color corresponded with a certain number of points. The person with the most points as well as the lowest points won some money. Walt Ferar won the most and made \$320 and my friend, coworker, and copilot for that day Brandon Knight won \$230 with the least amount of points. A total of \$1100 was collected and remaining \$550 of that went to National EAA.

That really was the main premise of the poker chip run. It was to get people to fly again and participate in aviation, and to help with EAA since they did not hold AirVenture this year due to Covid-19. I believe this Poker Chip run was definitely needed. Those that participated honored social distancing and/or wore masks. People didn't let Covid get them down that day.

Many thanks go out to EAA Chapter 1 for their hosting and I have to say thank you for all the Redlands pilots and families that went. It made for a great turn out. I will most definitely be participating again if another Poker chip run is held, and I highly suggest you do as well. It's a great way to spread those wings and help the wonderful cause of aviation.

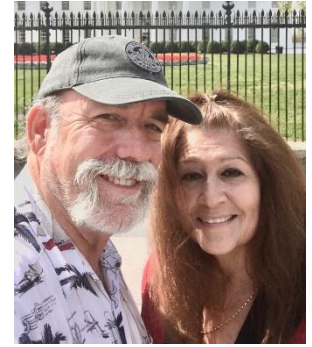




## Women in Aviation

By RAA Director, Sherry Ferar

This column is about female aviators in history. Only 7% of all US pilot certificates issued are to female pilots. Seven percent still leaves a lot of female pilots to write about. I initially wanted to write about female aviators that have a connection to our local area, but in researching this article I learned about many of the early pioneers, so let's start there.



Baroness Raymonde de Laroche

For the record, the first woman in the world to solo was Baroness Raymonde de Laroche of France, in 1909, earning her pilots license in 1910.

The first American was Bessica Raiche who soloed on September 16, 1910 in an aircraft she and her husband built in their living room. Hey, a home built, well on second thought everything was home built back then!



Bessica Raiche is seen here at the "wheel" of the biplane she built with her husband François C. Raiche. She flew this plane on Sept. 16, 1910.  
WIKIMEDIA COMMONS

Technically, the first American woman to solo was Blanche Stuart Scott on September 2, 1910, but she was not given credit for it. She became airborne when the airplane went full throttle while sitting on the ground. Her flight was ruled an accident. Blanche was also the first woman to drive an automobile from New York City to San Francisco, sorry for getting off topic.

Katherine Stinson got her license in 1912 at the age of 19, she was the fourth woman in the United States to obtain a pilot certificate. In 1915, she attached flares to her plane and wrote "CAL" across the California sky. On July 18, 1915. Katherine was the first woman to perform a complete vertical loop and a loop with a snap roll at the top. In 1917, she set a record of 9 hours and 10 minutes non-stop, 606 miles, from San Diego to San Francisco. In 1918, she became the first woman Air Mail pilot. The Stinson family established a flight school in San Antonio, Texas. In case the name Stinson sounds familiar to you, Katherine's brothers, Jack, and Eddie, founded the Stinson Aircraft Co. in 1920. Stinson Municipal Airport (KSSF), San Antonio, Texas established in 1915 by the Stinson family is the second oldest General Aviation airport in continuous operation in the United States.

There are hundreds of amazing women in aviation and I only touched on a couple of the early pioneers. A few more to note are Amelia Earhart, first solo Atlantic crossing 1928, Phoebe Omlie, first air transport license, 1927, Lady Mary Bailey, first instrument rating 1926.

I will pick a few to highlight in the future newsletters.



# A Fond Farewell - Dennis Brown

By RAA Secretary Cindy Gablin



Although I have known Dennis (Denny) Brown for over 20 years, I never really had the opportunity to “know” Denny. He graciously agreed to come to lunch with me so I could interview him. Since he will be moving soon to Reno Nevada, I wanted to share some of his story. I can honestly say, he has had a very interesting life – So far!

Denny told me that he has always loved machinery. Beginning at age 2, an engineer let him “drive” the local train. He went to work with his father often and got to ride in the cab with the heavy equipment operator. At the age of eight, his dad taught him to drive the '53 Chevy. Also, at age 8, one of his father's friends took Denny and his brother up for their first flight- in a 1946 Funk aircraft. As soon as they left the ground, Denny said “I gotta do this”. Every birthday after that, until he was about 13, Denny would ask for an airplane ride.

His family moved to Yucaipa in 1963. Denny went to work at 16 yrs. old as a laborer up in the Cajon Pass. About that time Denny convinced his mother to let him take flying lessons with the Redlands Flying Academy at Redlands Airport. The Redlands Flying Academy was in the office next to the big hangar which is currently Blue Raven Aviation. The only other structure at the airport was the shade hangars. Flying lessons at the time were about \$15 an hour, which included the airplane and instructor.

In 1979, Denny bought his first single place Pitts. He had surgery on his jaw at the time and was unable to fly for three months. He put the Pitts in John Kruger's hangar and worked on it constantly during this time. Denny's dream was to fly aerobatics and his original instruction came from Art Scholl Aviation with Chuck Wentworth in Art's S2A. Denny flew formation with Doug Kempf and John Kruger. On his birthday, May 18<sup>th</sup>, 1980, at Redlands Municipal Airport, Denny flew in his first Airshow.

In September 1980, Denny & Doug went to the Reno Air Races and knew right then they wanted to race the following year. In September 1981, since this was their first-time racing, Stan Brown gave them instructions. He told them to go to the end of the hangar row and start your plane. When the man drops the green flag, take off, follow everyone around the pylons, and come back safely. Today, the Pylon Racing Seminar is 4 days of instruction, procedure, racing etiquette, training to get on the course, and flying the course to prepare for a race.

Denny had a S1C that he bought as a project. He spent 4 years working on that plane every waking moment that he was not at work. He stripped it all down and re-assembled replacing multiple items to make sure it was exactly what he wanted. He and Doug decided they wanted to make money doing aerobatics. In 1985, they put together a video and sent it to Budweiser to see if they wanted to use their act in events. He even painted his plane in Budweiser colors. They were hired to fly 10 events over the course of one year all over Southern California. August Bush III, then decided he wanted Denny & Doug to fly their planes in multiple events across the country, Texas, Oshkosh, Florida etc. At the time, Denny and Doug could not do that because they both had jobs.

In 1996, Denny became a CFI and began teaching at Redlands Municipal Airport. In 2008, Denny coordinated an Airport Fly-in at Redlands Municipal Airport. It was an airshow with a real hometown feel. There were aerobatic performances and a six-ship formation flight demonstration among many other activities.

Denny put in 43 years as a heavy equipment operator in construction and transitioned from that right into flying. After Denny retired and started his flying business, Richard Humphries talked him into going to Africa for a construction job in 2012. It was a six-month contract that paid \$900 a day. The job was in Mauritania, Africa at a gold mine. Denny agreed but did not really know what he was getting himself into. After he arrived, he found out the job was 7 days a week, 12 hours a day for 6 months – no days off. He made it thru and kept sane by marking up a calendar with his countdown. Every day he would walk into the cafeteria and say “today is day x of the 171 days and nights I will be here. There is x amount of days left and it is Wednesday, October X”.

In 2013, while instructing students, Denny noticed trucks piling up dirt near the approach end of runway 26. The California Department of Water Resources (CDWR) was constructing a reservoir less than ½ mile from the runway! This was concerning to the pilots at Redlands Municipal Airport. In addition to the “dirt pile”, the Redlands City Manager claimed the airport was an underperforming asset; the airport sponsor (City of Redlands) was not taking advantage of AIP grants; and the general deterioration of airport facilities. Denny has been flying at Redlands Airport since 1967 and he did not want the same thing that happened to Rialto airport to happen to Redlands, we needed to do something. A few Redlands pilots decided to create the Redlands Airport Association in June 2014 to advocate for the airport.

Denny has been the Safety Officer for the RAA since inception. Besides working on airport issues, he participated in many events the RAA has held over the years. He enjoyed flipping burgers or pancakes, Spot Landing Contests, and the Flour Drop Contest. One of the events he thoroughly enjoyed was being “Santa” during our “Stuff a Plane with Toys for Tots” event. He led the flights from Redlands Airport to Twentynine Palms in his Pitts, dressed as Santa with a big teddy bear as his co-pilot, to drop off the toys we collected.



In 2016, Denny was offered to fly airshows in China. Originally it was to be in a Pitts Special. On the day of the first airshow, they told Denny they were not going to fly the Pitts, instead they wanted him to fly a RV-3. Denny said, let me get this straight, you want me to fly a low-level airshow, in China, in an airplane I’ve never flown before, and have no idea where it breaks loose when I pull hard on the stick – AND do this today? Well, after taking the plane up and testing it, Denny did the show and 3 more. Each airshow was a trip back & forth from LA to China. The planes had to be disassembled and assembled each time and put in a container and shipped to China. During the last airshow, the temperature was roughly 105° outside, 115° on the tarmac and 130° in the container. Denny decided he did not want to do that anymore.



Denny said in his 24 years of being a CFI, he has never kept track of all the students that he taught. He recently made a list of students he is currently working with at various stages and various ratings because he will have to “hand off” these students to other CFI’s when he moves. This list currently consists of 49 students. Because of the Corona virus he is trying to limit his exposure to protect his health.

Denny’s very favorite day as a CFI was when he had two students soloing. One was a young man on his 16<sup>th</sup> birthday, and on the same day he soloed his oldest student who was 70 years old. That made his day as he thought that pretty much spans it – from his youngest to the oldest in a single day.

I asked Denny how many different airplanes he has flown. He stated virtually all trainers and some off-breed aircraft; the Broussard, high powered Stearman, and aerobatic airplanes. The FAA told Denny he must have a commercial pilot's license to fly in airshows, so he did that in 1982. He got his CFI in 1996, although he did some teaching prior to that. Denny said the hardest aircraft he has flown was John Krueger's Staggerwing, mainly because the gear is narrow, short coupled (the distance from the main gear to the tail wheel) and did not have good brakes.

Denny has ferried many aircraft in his time. The farthest was from Kansas. Denny has done a lot of test flying as well, but he is careful. He stated, you want to fly planes that are well cared for, well maintained, well-built and which you have no doubts. If you have any doubts, that is a good airplane NOT to fly. Denny said these flights have all been a great experience for him. Fortunately, every time he had something bad happen, there was enough luck left to either have enough gas left to get where it needed to be landed or enough of an airplane left to get it down.

When asked what his plans are when he moves to Reno, he said, to spend more time with Diane, care for the new house and lighten his workload. He will probably do instruction in aerobatics, tailwheel, unusual attitude, stalls, spins, and flight reviews. No primary instruction. He has already applied for and received a waiver over the Stead Airport for aerobatics. He will have his Pitts and Citabria both moved to Stead Airport. He and Diane have already flown a lot in the Citabria and thoroughly enjoy it.

I asked Denny if he had any words of wisdom for his fellow Redlands pilots. Denny said he is not an oracle or prophet, so he does not have any words of wisdom, but he does have some advice. With the advent of what is going on in aviation now, you need to be aware of what is happening around the airport all the time. With legislation, they are going to be able to close airports and turn them into housing tracts etc. If you see a survey party, ask them what they are doing. The sooner we know what is going on, the sooner we can put up a fight, and it is worth the fight.

Denny feels, one day, in the not too distant future, we will be able to take the essence of carbon and be able to create everything for an airplane except maybe the engine. That would change aviation again. It is slow as there are not many home builders anymore. The fleet of aircraft are getting old. Denny is still teaching in aircraft that he learned to fly in. We need to do something different for our students and the industry.

Denny had one more thing he wanted to close with: He said, look at Wikipedia – there is a list of the oldest people in the world. There is about 8 people left on the planet that have a birth date before December 17, 1903. They represent the last people on earth that were alive when the Wright brothers flew. When they are gone, all aviation will not have happened in one lifetime.

Dennis Brown's credentials include being a CFI at Redlands Municipal Airport, the Safety Officer for the Biplane Class at the Reno National Championship Air Races, a former race pilot, an aerobatic instructor, a former airshow pilot, an airshow producer, an aircraft builder, Safety Officer for the RAA and a general aviation advocate.

We will truly miss Denny. We hope RAA members and friends can attend his "going away" party on October 10<sup>th</sup>! If you would like to attend, please RSVP by 10-3 to either Phil Ensley 951-323-4129, [pensley14@gmail.com](mailto:pensley14@gmail.com) or Ted Gablin 909-557-5292, [gablinc@msn.com](mailto:gablinc@msn.com). Donations for his luncheon & gift are appreciated!





## Let Me Introduce Myself...

**By RAA Safety Officer, Dan Chapman**

As your new RAA Safety Officer, I would like to introduce myself. I own a 1977 Piper Archer II now for over 21 years, prior to that a nice 1961 Skyhawk for 13 years and have been a licensed pilot for more than 51 years. Was awarded the Wright Brother Master Pilot Award last year for 50 years of safe flying. I have been based here at REI for about 15 years.

As we move forward in the area of safety, we need to always be mindful that we are always learning. Every taxi, every flight, every return to the runway is different and a learning experience.

With the increase of heavy traffic arriving and departing and crossing over our area going into San Bernardino a review of Vortex Avoidance Procedures would be helpful.

- Landing behind a larger aircraft on the same runway, stay at or above the larger aircrafts approach flight path and land beyond its touchdown point.
- Landing behind a departing aircraft on the same runway, land prior to the departing aircraft's rotating point.
- Departing behind a large aircraft, rotate prior to the large aircraft's rotation point and climb above its climb path until turning clear of the wake.
- En route, it is advisable to avoid a path below and behind a large aircraft. And if a large aircraft is observed above the same track, change the aircraft position laterally and preferably upward.

Also, as a courtesy to our local airport and pilots. When positioning your airplane for run up or departing, be mindful of your spacing. Blocking the taxiway and or run up area is certainly not a good idea. Do not stop prior to the run-up area to do all your pre- T/O checks. Aircraft needing to depart cannot get by your plane. Some pilots don't even have their radios on or respond to requests to move forward. I've seen airplanes taxi around planes just to get to the runway. Not safe at all.

As for the REI pattern, this continues to be a major safety concern. Pattern entry and departures, crosswind, down-wind, base, final. Please follow the procedures. Following the foothills over Highland, turning base 3-5 miles out creates a real danger for others coming in and out as well as the REI RNAV (GPS-A) approach which comes in mid field.

There are lots of heavy aircraft in our area with San Bernardino increasing traffic, both landing and departing. With CalFire and fire-fighting aircraft, both fixed wing and rotorcraft, vigilance is the name of the game, and communication. If we see pilots needing a bit of safety instructions, politely advise them of the safety here at Redlands.

Our airport is important to all of us, let's all fly safe. If you see a safety concern on the field or local flying area, bring it to my attention and I'll look into it.



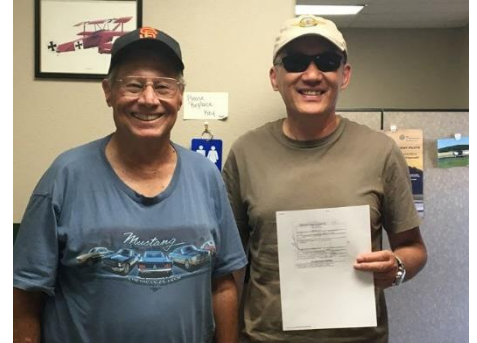
# Solo Endorsements and New Ratings @ REI

## ***John Lee***

Private Pilot SEL

Joe Scarcella Aviation

Congratulations goes out to John Lee for passing his private pilot rating right, with Designated Pilot Examiner with Mr. Norm Robinson. Well done John, you earned it. I don't know of student that has worked harder and more determined.



## ***Avery Gurrola***

Private Pilot SEL

Joe Scarcella Aviation

Congratulations goes out to 19-year-old Avery Gurrola for passing his private pilot check ride. Great job Avery!



## ***Fahali Campbell***

Private Pilot SEL

Joe Scarcella Aviation

Congratulations goes out to Fahali Campbell for passing his private pilot airplane checkride. Nice job Fahali. You worked hard!



## ***Cameron LeClaire***

Private Pilot SEL

Joe Scarcella Aviation

Congratulations goes out to Cameron LeClaire for passing his private pilot airplane single engine land rating. Special thanks to Examiner Norm Robinson DPE for conducting the practical test.



***Clark Broersma***

Private Pilot SEL

Joe Scarcella Aviation

Congratulations goes out to Clark Broersma for passing his private pilot checkride. Well done!





# RAA Membership & Annual Dues

RAA 2020-2021 membership dues are payable in June. Of the 166 folks on our distribution list, we have only collected dues from 37 members. Maybe it's because we haven't met in person due to the pandemic? 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 have already paid, thank you! If you haven't renewed your membership, it's not too late!

To renew your membership, please complete the membership form below and return with your payment. If you are not sure you have paid, just send us an email and we can confirm. You can join the RAA or renew membership at a RAA meeting or by mailing the completed form with your check to Redlands Airport Association 1745 Sessums Dr. Ste. 1 Redlands, CA 92374-1907. We can also accept payment through Venmo. Just search for Cindy Gablin (RAA Secretary).

If you are serious about our cause and want to support the RAA and your airport you can help by paying your member dues of \$10 a year. You can also help by volunteering for airport events and supporting RAA efforts to improve our airport. **Remember, It's your airport. Get involved!**

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

\*\*\*\*\*

## Redlands Airport Association Membership Form

**All member information is confidential**

Name \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: (\_\_\_\_) \_\_\_\_\_ Cell Phone: (\_\_\_\_) \_\_\_\_\_

Email: \_\_\_\_\_

*Please send your check for \$10.00 with the application to:*

*Redlands Airport Association*

*1745 Sessums Dr. Ste. 1*

*Redlands, CA 92374-1907*

*Redlands.airport.association@gmail.com*

You may also join or renew at the monthly RAA meetings.



## Donating to the RAA thru Amazon Smile

**The Redlands Airport Association is now listed as a charitable organization with AmazonSmile.**

So, you can support us through your AmazonSmile purchases. What better organization to have your donation benefit than the RAA?

It is extremely easy to get started.

**Step One:** Go to <https://smile.amazon.com>, log in using your email and password as if you were at amazon.com. From there, select "Redlands Airport Association Chapter of California Pilots Association" as your charity from the menu on the right.

**Step Two:** Shop! Amazon Smile will remember the charity you selected and will always donate 0.5% of your eligible purchases to that charity.

You may also want to add a bookmark to [smile.amazon.com](https://smile.amazon.com) to make it even easier to return and start your shopping at AmazonSmile. You will see eligible products marked "Eligible for AmazonSmile donation" on their product detail pages.

It is also available in the Amazon Shopping app on iOS and Android mobile phones. *Simply follow these instructions to turn on AmazonSmile and start generating donations.*

1. *Open the Amazon Shopping app on your device*
2. *Go into the main menu of the Amazon Shopping app and tap into 'Settings'*
3. *Tap 'AmazonSmile' and follow the on-screen instructions to complete the process*

AmazonSmile donations are mailed to your selected charity quarterly, approximately 45 days following the end of the quarter. It could not get any easier than that, eh? So why not start today?



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Ted Gablin	President
Phil Ensley	Vice-President
Bob O'Connor	Treasurer
Cindy Gablin	Secretary
Dan Chapman	Safety Officer
Walt Ferar	Director
Sherry Ferar	Director

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

## Upcoming Airport Events

**Sunday Morning REI Breakfast Club** - VFR Sunday Mornings at 7:30 am.  
Meet at the REI public lobby.

**Goodbye Denny Brown Celebration** - October 10, 2020 11:30-1:30 pm

## Important Meetings

**The Redlands Airport Association** meets on the 4<sup>th</sup> Wednesday of every month at 6pm in the public lobby at REI

**Redlands City Council** meets 1st and 3rd Tuesdays of the month at 6pm. Agendas are posted 72 hours in advance for City Council meetings and Planning Commission meetings. Link for agendas and videos of previous meetings: <http://www.cityofredlands.org/cms/one.aspx?pageId=7087893>

**Redlands Airport Advisory Board** meets the 1st Wednesday of every month at 6:00 pm and is usually at the Redlands City Council Chambers and occasionally, the airport public lobby.

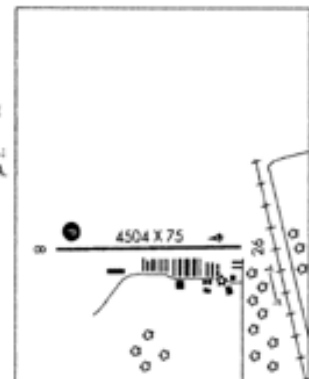
## About Our Organization...

*"The purpose of the RAA shall be to deal with current and future issues of interest to the pilot and aviation community at the Redlands Municipal Airport."*



**REDLANDS MUNI** (REI)(KREI) 2 NE UTC-8(-7DT) N34°05.12' W117°08.78'  
1574 B TPA—See Remarks NOTAM FILE RAL  
RWY 08-26: H450X75 (ASPH) S-12.5 MRL 2.3% up E  
RWY 08: REIL PAPI(2) GA 3.0' TCH 40'. Fence.  
RWY 26: REIL Trees. Rgt tle.  
SERVICE: S4 FUEL 100LL QX 1, 2 LGT ACTIVATE REIL Rwy 08 and 26; PAPI Rwy 08; MRL Rwy 08-26—CTAF.  
AIRPORT REMARKS: Attended 1600-0100Z. Self serve 100LL fuel avbl 24-7. Coyotes and waterfowl on and invol arpt. Helicopter activity; avoid noise sensitive areas of arpt. TPA — 2503 (929) for fixed wing acft, N side of Rwy 08-26; 2074(500) for helicopter, S side of Rwy 08-26. Aerobatic activity NE of arpt from 1500' AGL to 7500' MSL; See Special Notice —Aerobatic Operations Northeast of Redlands, CA.  
AIRPORT MANAGER: 909-798-7655  
COMMUNICATIONS: CTAF/UNICOM 123.05  
② SOCIAL APP/DEP COM 127.0 (North-NE)  
CLNC DEL For clnc del call SoCal App 800-448-3724.  
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.  
PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 047° 21.6 NM to fld. 1432/15E.  
TACAN AZIMUTH unusable:  
130°-145° byd 25 NM bto 5,000'  
145°-190° bto 8,000'  
190°-230° bto 10,000'  
310°-325° byd 35 NM bto 10,900'  
325°-345° byd 25 NM bto 11,500'  
345°-360° byd 35 NM bto 10,500'  
VOR unusable:  
010°-015° byd 20 NM bto 10,000'  
130°-145° byd 25 NM bto 5,000'

LOS ANGELES  
COPTER  
L-44, 7C, A  
JAP



*Not for Navigation*