



**6-30-23**  
**Volume 10, Issue 2**

# **Redlands Airport Association**

## **Chapter of California Pilots Association**

### **Newsletter**

#### *The Mission of the RAA*

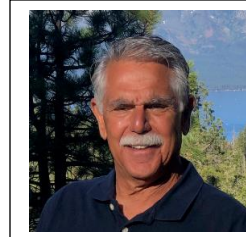
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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

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## **Observations & Comments**

**By RAA President Ted Gablin**



Many of us heard that on June 16<sup>th</sup>, Jim Tweto and a passenger had an accident shortly after takeoff in Shaktoolik, AK. Jim was a very accomplished bush pilot, was founder of Hageland Aviation and was chief operating officer for ERA Alaska Airlines. He was best known to many of us in the Discovery TV documentary series Flying Wild Alaska which aired in 2011 and 2012. AOPA reports that he had 30,000 hours at the time the show was being produced. He was flying his favorite Cessna 180 at the time of the accident which was featured in the show.

The NTSB preliminary is not yet released, and it will be a year or two before the final NTSB report will be completed. So, I won't even try to speculate as to the cause of the accident. But one thing is clear, Jim Tweto was a very experienced and knowledgeable pilot. Unfortunately, he joins some other very experienced and knowledgeable pilots that had tragic accidents while flying. Dale Snodgrass, Art Scholl, and Flavio Madariaga come to mind. We can learn how to avoid accidents by studying them. So, what can we learn when someone that has the right stuff has a serious or fatal accident?

Just like driving a car or even walking down the street, there are risks involved in flying aircraft. Should we all stay home and avoid flying? Absolutely not! Staying current is a way to minimize risk! Just take the time to do some risk assessment before you climb in an aircraft. There are factors such as experience, physical condition, weather, airport conditions, aircraft performance, external pressures that we all need to consider before we head off to the \$200 hamburger.

Complacency may also be a factor when experienced and knowledgeable pilots have accidents. Sometimes very experienced pilots may tend to minimize the impact of factors that create risk. Please don't get complacent. There is an article in this newsletter about aeronautical decision making (ADM). It's worthy of review. ADM is all about making decisions about a planned flight through risk assessment.

Please take some time during your flight planning to look at all factors that create risk before you head out on your next flight.

**Let's all fly safe out there!**

# Airport Updates

## **SBD /REI Traffic Issue Update**

Over the last two years our pilots have reported large jets flying through, over or near the REI Runway 26 traffic pattern when they need to use Runway 24 at San Bernardino International Airport (SBD). This typically happens in the late afternoon and early evening when winds peak out of the west. Most of the time, (85-90%) of the heavy jet traffic going into SBD lands on Runway 6. The jet traffic over REI is primarily Prime Air. They handle a good portion of the Amazon air freight business at SBD.

It is not a violation of FAA procedures for any aircraft to fly through the airspace over REI. But a large jet flying in close proximity to the REI traffic pattern at close to the same altitude as small aircraft and at almost double the speed creates serious safety concerns. REI has almost 70,000 aircraft operations annually and is considered a moderately busy airport. The large jet overflights increase the risk of midair collision, or a wake turbulence upset.

The FAA recognizes the risks associated with the heavy jet traffic at SBD. The FAA's Air Traffic Organization has conducted three Safety Risk Management Panels to look at a new approach developed by UPS for heavy jet aircraft to fly when they are near Redlands Airport. There have been Letters to Airmen published, Notices to Air Missions (NOTAMS) issued, and changes made to existing SBD departure procedures to minimize the risks of accidents. SBD was put on a list of 40 airports to receive radar equipment.

The military removed the radar equipment at SBD when Norton AFB was closed. It's unusual to have tower controllers without radar at an airport handling large jet traffic. Radar can spot traffic before it is seen visually, and tower controllers can then issue radio calls for aircraft to make course adjustments to avoid conflicts. Radar would be a beneficial tool for SBD tower controllers to mitigate traffic conflicts. We have been told the FAA does have radar coverage in the area, but they are lacking a means to connect and display the information received by their radar equipment in the SBD control tower. We were also told the 4-5 year hold-up for installation is not funding but has more to do with a specification for procurement of the display equipment.

The heavy jet traffic at SBD is not going away. The FAA is aware there is benefit of having a situational awareness tool (radar or ADS-B) at SBD. Unfortunately, because the FAA is a huge organization with about 45,000 employees, they can be slow to address problems. So, some of the RAA board members have been looking for help to get radar equipment installed at SBD.

The RAA is a member of the Redlands Chamber of Commerce. The Chamber understands the value of our airport and also the value of both REI and SBD to the community. They have been helpful in getting some visibility of this safety issue. With their help we were able to get an independent, local reporter, Stephanie Hastings Miranda, to investigate the issue and write a report on it in her newsletter, Redlands Community Forward. Here is a link to the article if you missed it: [FAA Slow to install Radar at Booming SBD International](#)

AOPA has also been helpful in addressing the radar issue. AOPA Director of Airspace, Jim McClay, is aware of the traffic issues between SBD and REI. He has been helpful with getting this issue some attention. With his help, AOPA published Stephanie's article in their Aviation E-Brief Newsletter which provided some national press coverage of this issue. AOPA walks the halls of Congress, and they are making inquiries about the radar issue with legislators and their FAA contacts.

The Redlands Chamber has also put us in touch with Representative Pete Aguilar's office (CA 33rd District). His aides have been helpful in trying to get some priority placed on the radar display issue at SBD. We have been contacted by his legislative director in Washington DC, Elise Sugarman. Elise has made an inquiry with her FAA contacts to understand why the FAA needs 4-5 years to procure and install radar equipment. Here is the official FAA response she received:

*The FAA does not plan to expand the Standard Terminal Automation Replacement System (STARS) program (i.e., Certified Tower Radar Display [CTRD]), will only support existing equipment, and therefore will not accept applications for new systems.*

*Instead, the FAA is developing the minimum standards for a Situational Awareness (SA) Display based on the scope defined by the approved Operational Needs Assessment (ONA). The intended use of a situational awareness tool is not to fulfill a safety need. It is an additional tool to aid controllers in the visual acquisition of an aircraft. The ONA provides additional traffic situational awareness with respect to aircraft operating within the Class D airspace to Airport Traffic Control Towers within that airspace that are not equipped with traffic information displays (e.g., STARS displays, Certified Tower Radar Displays). This additional situational awareness will aid in the visual acquisition and/or correlating aircraft position with respect to geographical references on the ground.*

*In response to requests regarding the timeline for the SA Display project, the FAA released a memo to Federal Contract Towers without a CTRD in November 2022. The memo provides additional context regarding SA Display systems. The FAA expects the work relating to defining minimum requirements and approval criteria to continue through 2024. We do not expect non-federal SA Displays to be available for purchase and operation any earlier than 2025.*

Elise has shared that dialog with FAA officials is continuing. A legislative remedy to this issue is being considered by Representative Aguilar's office. We will keep all updated on this issue.

### **Coyote Aviation Update**

The Coyote Aviation lease dispute with the City of Redlands is still ongoing. There are two court cases involved. In February of 2022, Coyote Aviation filed a breach-of-contract lawsuit against the City of Redlands. A week later, the City of Redlands filed an unlawful detainer case against Coyote Aviation, seeking to evict Coyote tenants from the very building they own. The 16-hangar structure lies on city property.



In February this year, Judge Winston Keh dismissed Coyote's legal case against the city. In doing so, Coyote became liable for the city's legal expenses and for court costs. A second hearing was held on April 28th to finalize the ruling. That judgment, though, has not been finalized because the city has not yet divulged how much money it has spent in litigation of the case. Coyote tentatively plans to appeal this ruling.

On March 10th of this year, the city's unlawful detainer case was heard in Fontana. Judge Jay H. Robinson presided over the hearing. At the conclusion of the hearing, he indicated he would have a ruling on the city's motion for summary judgment (ruling without a trial) on the case near the beginning of April. The ruling did not come in April but was delayed until a second hearing held on May 19th.

Sometime before the May 19th hearing, Judge Robinson issued a preliminary order upholding the city's unlawful detainer filing. Attorneys representing both parties argued modifications to language in the court's preliminary judgment against Coyote in an effort to finalize the ruling. Gil Brown shared the city's attorneys made efforts to change the term "subject property" to "premises" in an attempt to evict Coyote not only from their land, but from the building for which Coyote paid. The lease directs Coyote to remove improvements, so it's not clear how the court can order the building to remain for city use. Additionally, discrepancies on the actual vs contracted square footage of land coyote leased has been another point of contention. Because of those issues, Judge Robinson delayed finalization of his ruling to a hearing scheduled for June 16. However, the finality of a court ruling did not occur as we heard on the evening of June 15th that the June 16th hearing was postponed until July 7th.

The dispute continues. After two-and-a-half years, Gil Brown says he remains optimistic, believing that Coyote will prevail. All of the court hearings have been well attended by his supporters including airport tenants, family, and

members of the community. The support has helped Gil to continue the fight. "After all," he said, "we have truth and proof on our side." City officials have been silent about the dispute stating they can't discuss anything about an active court case. We will update all as more information becomes available. Gil sends his deepest appreciation to the multitudes of people who have shown loyal support to Redlands Airport and their small business.

### **Runway & West Apron Paving Project Coming Soon**

The City of Redlands has put a project out to bid to crack seal and slurry coat the runway and the west ramp. Additionally, the runway will require restriping and helicopter parking locations will be painted on the west ramp. The project is estimated to cost \$412,167. It will be funded 90% by an FAA AIP entitlement grant, 5% by a CalTrans matching grant and 5% by the City of Redlands. A portion of the FAA entitlement grant (\$66,915) was transferred to the City of Redlands from the City of Banning. The bid for the project was advertised in June for approximately 3 weeks. After it closes, and a bid is awarded a construction schedule and information on any necessary airport operational interruptions will be communicated by Airport Supervisor, AJ Lawson. He stated he would provide a minimum of two weeks' notice of any interruptions.

### **The Civil Air Patrol (CAP) is Back at REI Again!**

CAP Cadet Squadron 411 is relocating to REI. They were formally based at SBD. The squadron's name is the *Redlands* CAP Cadet Squadron 411. The CAP had a squadron at REI over 20 years ago that relocated to Riverside Airport (RAL). There are three types of CAP Squadrons, Senior, Composite, and Cadet. They all contribute to the core Civil Air Patrol missions: Aerospace Education, the Cadet Program, and Emergency Services. The Redlands Squadron is a Cadet Squadron. It consists of cadet members between 12 and 21 years of age.



The RAA has been in touch with 2<sup>nd</sup> Lt. Tom Edgar. He is really excited about relocating to REI and looks forward to giving his cadets volunteer opportunities at our airport. A welcome breakfast event organized by Airport Supervisor AJ Lawson is planned for July 15<sup>th</sup> from 8 am to 11 am at the airport.

If you wish to learn more about the CAP and Cadet Squadron 411, here is a link to their website: [CAP Redlands Cadet Squadron 411](http://www.redlandscap.org).

### **Redlands Aerobatic Cup to be Held September 1st – 3rd at REI**

IAC 26 is planning their third aerobatic contest at REI this year. Right now, the format will be similar to last year's event, but event organizer Susan Bell is looking at ways to get the community involved with the event.

The competitors and organizers will start arriving on Thursday, 8-31. Flying starts Friday, 9-1 and continues through Saturday and Sunday. The airport will not be closed during the event.



Susan did share a PowerPoint with the RAA about this year's event. We will share it with members when we get a little closer. They will need many volunteers from our airport. If you are interested in volunteering to help with the event, you will be able to sign up online on their website soon. Go to: <https://www.iacchapter26.org/contest.html>. We will share updates about the Redlands Aerobatic Cup as they become available.



## **Redlands Police Department SWAT Team Tours REI**

On May 11<sup>th</sup>, RAA Director Wayne Reid Jr. hosted an airport tour for 11 Redlands Police Department SWAT team members. With some recent criminal activity such as aircraft performing emergency landings under suspicious conditions and a stolen aircraft, it was thought that it would be good for SWAT team members to get familiar with the



airport, it's facilities, and to learn a little about aircraft. So, RAA volunteers put some aircraft on display and were present to walk the officers around the airport so they could become familiar with the layout of the buildings on the airport. There were discussions about safely accessing hangars if there was criminal activity inside and safe ways to access aircraft during an emergency or law enforcement action. The tour was also an opportunity to build relationships between the airport community and members of the Redlands police department. There was considerable dialog about general aviation and law enforcement activities. It was a rewarding experience for all. We may even see some of these officers at one of the REI flight schools in the future.

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

The AAB acts in an advisory role to the Redlands City Council on all things related to the airport. The meetings are a public forum for airport tenants to learn about airport issues and administration. Airport tenants can make the city aware of airport issues with their public comments. Meetings are held on the third Thursday of the month at 6pm in the Redlands City Council chambers. Members of the public that desire to comment on the agenda or any other airport issue can attend, complete a speaker form, and give a three-minute comment at the podium. REI tenants are encouraged to reach out to board members to discuss airport issues and to make suggestions. Feedback from tenants helps board members to be effective in their advisory role. Some board members attend RAA meetings for that very purpose.

Some activities performed by the AAB since March this year include:

- April 20<sup>th</sup> meeting, the board recommended the city council should approve the 2023 Redlands Aerobatic Cup event.
- May 18<sup>th</sup> meeting, board members Karl Grove, Dennis Nodine, and Thomas Cook volunteered to serve on a committee to look at ways to engage the local community with the airport.
- June 15<sup>th</sup> meeting, RAA Secretary, Cindy Gablin, made a presentation on the 2023 Stuff a Plane Charity Toy Drive. The board recommended the city council approve the event.

Board member Thomas Cook hosted an airport tour with Councilmember Mario Saucedo on April 30<sup>th</sup>. Mario got an aerial tour of the local area and then had an opportunity to talk about airport issues with Thomas and RAA president Ted Gablin. On June 3<sup>rd</sup>, Thomas hosted an airport tour for Councilmember Jenna Guzman-Lowry. Jenna was offered a

plane ride too but declined. She did tour Grove Aero Services and spoke with principal and AAB Board member Karl Grove. Jenna also visited Gil Brown at the Coyote complex and Ted Gablin at his hangar. Both council members had a good visit and dialog with all involved.

The AAB consists of 7 members. A vacancy currently exists on the board at the time we were publishing this newsletter, as Board member Nathan Freeman resigned in May. Members that are Redlands residents are encouraged to volunteer and apply for board vacancies when they are available. Here are the names and emails of the current AAB members:

Thomas Cook [tomcook1993@gmail.com](mailto:tomcook1993@gmail.com)

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

Deborah Forthun [debbieforthun@gmail.com](mailto:debbieforthun@gmail.com)

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

Karl Grove [karl@grovaero.com](mailto:karl@grovaero.com)

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

### **Congratulations Mr. & Mrs. Reid**

RAA Director Wayne Reid Jr. and Alexis Courtland-Fritzche were engaged to be married on May 18, 2019. They planned a wedding ceremony for June 25, 2020. Unfortunately, as a result of the COVID-19 pandemic they were forced to postpone the wedding ceremony. Not wanting to wait to tie the knot, they held a Zoom wedding with their immediate family. Wayne and Alexis still wanted to have a wedding ceremony, so they set another date where they could invite family and friends from far and wide.

It finally all came together on June 9, 2023. The ceremony was at The Grove in Redlands. Wayne was dapper in his beige suit as he watched their sweet and pretty daughters, Layla and Brooklyn, walk down the aisle throwing rose petals. Alexis looked beautiful in her gorgeous flowing gown, on her father's arm. It was a wonderful ceremony looking out towards the mountains with planes flying overhead. They both choked up as they spoke their own vows. A reception immediately followed, and everyone had a wonderful time. Congratulations to the Reid family!



## The latest on Banning Airport

**RAA President Ted Gablin**

Have you been to Banning Airport (BNG) lately? I recently drove to BNG. The airport was all locked up. No hangars were open. No airplanes were on the ramp. Weeds were everywhere. It looked like a ghost town. Why was I



driving to BNG? I wanted to see the airport before I attended a meeting about the threat of BNG being closed. The meeting was set up by AOPA West Coast Representative, Jared Yoshiki. Also present was AOPA Airport Support Network Volunteer for Banning, Harry Sullivan. Robbie and Tanya Spencer, the principals of the Banning sky dive business, Skydive West Coast, were also in attendance.

The night before our meeting the Banning city council voted on an effort to seal the fate of the airport. If you haven't heard, they voted 3-2 to allow the city manager to enter negotiations with First Industrial Realty Trust to develop the airport property. This was not the first time the City of Banning made legislative moves to close the airport. They did so in 2017 too. Going back to 2007, the City of Banning commissioned an airport master plan update. Various items were identified to promote the airport. But those plan elements were never implemented. Instead, city officials chose to explore other uses of the airport property in an attempt to increase city revenue. The airport was even leased out to a group that held drag races on the runway during the Covid pandemic.

At the meeting, Jared shared the FAA was not going to let Banning die easily. They do have grant obligations (last grant was in 2015) and some of the property may have been deeded to the city by the federal government. A sale of the property would not be possible unless the FAA approved the sale. The city may be on the hook for repaying grants and reimbursing the government for the current appraised value of the property. Robbie and Tanya shared their skydiving business has shut down. They stated they cannot operate a business at BNG because they were not being supported by the city. Their city owned hangar was damaged by a student aircraft accident and the city was not following through on repairs, so they stopped paying rent. They are heartbroken because they had built a nice business at the airport. Harry spent considerable time complaining about city officials' disregard for the airport. Harry and other tenants at Banning have complained for years that the city of Banning limited investment in the airport has limited the economic and community benefits the airport can provide.

Jared closed the meeting with some good advice. He shared trying to save BNG by focusing on changing city staff and council members' thoughts about the airport may not be the best approach to pursue. He suggested that Harry and his fellow pilots should try to build community support for the airport by submitting articles to the press, engaging the local chamber, having some events like Young Eagle flights, and sharing airport activities on social media. Building public support for the airport may eventually force the city officials to abandon their efforts.



BNG, just like REI, is an asset to the community for emergency services. CalFire aircraft frequently operate at BNG to fight fires in the San Bernardino and San Jacinto mountains. So do the US Forest Service aerial contractors. Most recently, Banning Municipal was used as a base during the Fairview Fire in 2022, which burned over 28,000 acres in the San Jacinto Mountains. The ability for BNG to remain open to host these emergency services is something that needs to be pitched to the local community to build support for the airport.

Unfortunately, FAA data currently lists only 16 aircraft based at BNG and roughly 5500 operations annually. To put that in perspective, current FAA data for REI lists 237 based aircraft and 67,000 operations annually. It's not difficult to understand that the level of activity at BNG may not generate the revenue necessary to pay the airport expenses. We are all aware that the pilot population has been declining for years. General aviation is very expensive for the average person. But the activity levels at BNG may have other drivers besides the declining level of general aviation. BNG is very neglected. It was reported in 2020 by the Banning Record Gazette that BNG has only 30 of their 55 city owned hangars leased. 24 of the remaining hangars cannot be leased because of their dilapidated condition. The fact that the city does not maintain hangars that can generate significant revenue is a clear indication they do not support the airport. Even more disturbing is over the last few years city officials and staff have made numerous public statements in the press complaining the airport is a financial liability to the taxpayer.

In comparison, all hangars at REI are full. There is a waiting list for hangars at all four REI hangar complexes. A few REI pilots were based at BNG temporarily before a hangar was available at REI. They chose to return to REI as compared to BNG even though hangar rents at BNG are less expensive. Why? Here are some potential reasons; there are no aircraft maintenance facilities at BNG, no EAA chapter, no airport association, the city has made public statements about closing the airport for years and the airport is very run down. Even the cheap gas at BNG has gone away. With all of this in consideration, it's not surprising that only 16 aircraft are based at BNG.

On June 13th, the Banning City Council voted 4-1 to approve [Resolution 2023-109](#), - *Reaffirming Airport Closure Direction*. This is the second resolution the council has passed to close the airport as soon as legally permitted. They also did this in 2017. The need for the second resolution was pitched as necessary to pursue redevelopment of the airport property through agreement with developer, First Industrial and Grandave Studios. The resolution will give city council and city staff authority to hire lobbyists to "engage the FAA and members of Congress during the upcoming year."

BNG is a tremendous asset to pilots based in the LA basin. Many times, BNG is VFR on days when the marine layer is blanketing the basin and has served as an alternate for pilots needing the weather to clear. Saving this airport for just this reason is important. How can we all help? A Facebook account has been established for Banning Airport. For all you Facebook fans please follow *Friends of Banning Airport*. If Harry and his fellow pilots do get organized, they may reach out to RAA members to attend an event at BNG. We need to support them if that happens as there just aren't very many pilots based at BNG anymore.

Just like we have preached at REI, making sure an airport is financially healthy and enjoying a good relationship with the local community is key. Airports occupy large plots of land. Real estate is very valuable and airport sponsors will look for other uses of this land that promise more revenue. Especially when an airport looks like a ghost town.

With community support, airport sponsors can be pressured to provide services that will make an airport more attractive for tenants. It's important for local pilots to participate in activities that support their airport. Pilots can no longer go to the airport and hangout and hope someone rides in on a white horse to save their airport. It's just not going to happen. Finally, the FAA needs to be more aggressive with enforcing grant obligations. We are just losing too many airports. We all hope it's not too late for BNG.



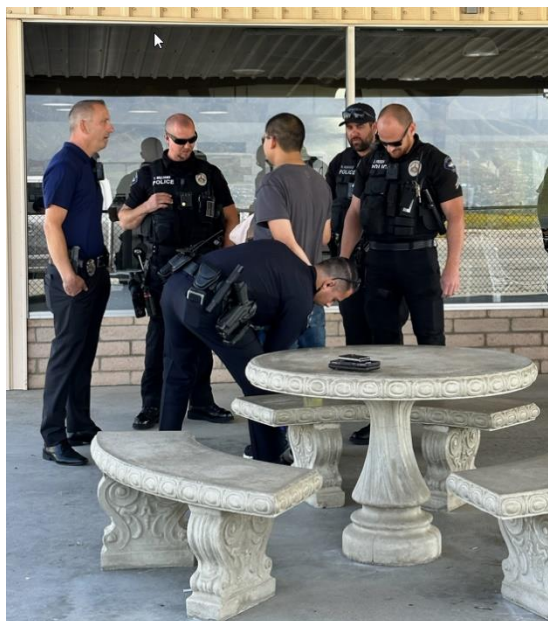
## Flying Felon

RAA Director Wayne Reid Jr.

Recently our quiet airport has been a hotspot for unwanted law enforcement attention. In November of 2022 an aircraft was attempting to land when it began to porpoise, and subsequently ran off of the runway, causing the nose gear to collapse (see page 3 of the [RAA December 2022 Newsletter](#)). The pilot of the aircraft was found to be a student pilot parolee who also had a felony warrant for his arrest. Christian Estoque was arrested and to this day the crashed aircraft sits in the transient parking in front of the lobby reminding us all of this rare event at our airport.

He must not have learned his lesson because on May 11<sup>th</sup>, 2023, a Cessna 162 Skycatcher was reported stolen out of Corona airport. Additionally, the victim posted a photo this photo of the aircraft on social media.

The next day at approximately 3 p.m. Redlands Police Department received a phone call from the victim stating that someone at Redlands Airport had seen his stolen aircraft on the field. When officers arrived, they observed the Skycatcher landing on Runway 26. The officers waited for the plane to park and coincidentally, it parked in the transient parking, right next to the previously mentioned damaged aircraft. Officers made contact with the female co-pilot and detained her in the lobby while waiting for the pilot to secure the aircraft. Minutes later, the pilot was detained and found to be Mr. Christian Estoque. **Again!** Still a student pilot and still on parole. He clearly did not learn his lesson.



SoCal Aviators

Jeff Timko · 21m · 📍

### STOLEN AIRCRAFT ALERT

This airplane was stolen from AJO sometime in the last 48 hours. A police report has been filed. Please look around your local airports and please reach out or call the police if you see anything. I am posting on behalf of the owner.



The investigation escalated due to finding narcotics on the pilot and co-pilot. The FAA was quickly notified and responded to the scene. FAA representative Nelson Sanchez spoke with the pilot and co-pilot. Later he spoke with the victim of the stolen aircraft who arrived soon after the incident unfolded. Both the student pilot and his passenger went to jail for various charges. The aircraft was searched for additional illegal items, and it was secured on scene. Hopefully, this is the last time we will see Mr. Estoque. I wouldn't put it past him when he gets out to continue this trend of visiting our airport. Be on the lookout for suspicious activity and never hesitate to "See Something and Say Something." RPD's non-emergency phone number is (909)798-7681.

# 2023 Stuff a Plane Charity Toy Drive

**RAA Secretary Cindy Gablin**



The Redlands Airport Association is in the beginning stages of planning our 2023 Stuff a Plane Charity Toy Drive. As we did last year, the toy drive will be to benefit The Salvation Army San Bernardino Corps. Our objective is twofold. The first is to collect toys to support The Salvation Army with toys at Christmas for our local community and secondly to expose the general public/local community to Redlands Airport and general aviation.

Our plan is to begin the first week of November by placing collection boxes in multiple business locations. I am looking for help from you all to sponsor a box at your favorite store, bar, eatery, gym. What does that mean? Find a place that would be willing to place a collection box with our flyer and then check on it at least once a week. We will pick up any toys they collected around the 30<sup>th</sup> of November. The final collection day will be at the public lobby of Redlands Municipal Airport on December 2<sup>nd</sup> from 8:30am – 3:00 pm. We will be inviting the public to visit the airport and bring a new, unwrapped toy to donate. We will be advertising the toy drive to our local community via the paper, social media, and flyers.

On May 22<sup>nd</sup>, I sent an event application to the Facilities & Community Services department at the City of Redlands, and I am waiting for a response. On June 15<sup>th</sup>, I presented a summary of what we plan to do for our toy drive to the AAB. I also showed them about a half dozen pictures from last year's toy drive. They were very excited about the toy drive. They asked some questions and even offered some suggestions to make the event bigger. Although they were good suggestions, I hesitate to make the toy drive bigger as we don't get a lot of volunteers and sadly, not much participation from the airport community. At the end of the presentation, the AAB voted unanimously to recommend the event to staff to ask for city council approval. Hopefully, that will be on the city council agenda in the near future.

So, what are we going to do on December 2<sup>nd</sup>? It will be pretty much the same as last year. The Salvation Army will have a table set up in the lobby to talk to visitors about their mission. We plan to have a flight simulator or two set up in the lobby for the kids to come try their skills. We will have an airplane on display for the guests to place their toys around as this makes for a great photo op. We are inviting Santa Claus again this year to visit with the children.





At this time, we haven't decided whether the RAA will barbecue burgers & hotdogs or if we will see about having a food truck available for guests. Last year we only sold about 50 lunches. It was pretty disappointing as not many people from our pilot community came to support us.

We asked LifeStream Blood Bank if we could sponsor a blood drive that day as well. They were very excited and have already put it on their calendar. As you know, the blood supply in our community is low and we would really like to have at least 30 donors to make it worth LifeStream's while to come out to the airport.

EAA Chapter 845 is interested in having a Young Eagles event that day as well. We talked to them about it at the June EAA meeting. This has always benefited both the RAA and the EAA in the past to bring the local community to our airport. We hope that happens. I know they need some pilots and ground crew and there are some new rules around this. If this is something you would like to do, please contact Rick Miller or Bill Ingraham.

We are asking pilots and their families at REI to join us, bring a new unwrapped toy, have lunch, and help share information and experiences about aviation with our guests. We could use your help to spread the word!!

At the end of the day, The Salvation Army will have a box truck on site for us to pack all the toys we collected. Last year's haul was truly overwhelming, and I really want to make it even better this year.



## San Bernardino Valley College Aeronautics Students Visit Redlands Airport

If you didn't know it, San Bernardino Valley College (SBVC) has an Aeronautical Department. It has been in existence for over 70 years. There are many people that have benefitted from these courses using them to obtain a private pilot license, an instrument rating, aviation mechanic certificate and a few other aviation related certificates and/or associate degree. The SBVC Aeronautics Department has launched a rewarding aviation career for many people.

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

Larry is known to many as a longtime CFI and the RAA Safety Officer. He has also been an adjunct instructor at SBVC since 1978. Because of his CFI experience he has primarily taught flight operations classes that prepare students for private pilot and instrument exams. He loves to share his aeronautical knowledge with his students, and he does not limit his instruction to the SBVC campus.

Larry and his wife Ruth are always willing to share aviation with students at their hangar at REI. Over the years they have hosted airport visits with preschoolers and kindergarteners. We have highlighted some of these visits in our newsletter. Additionally, over the last 3 years the Rice's have opened up their hangar to SBVC aeronautics students and staff members for an end of spring semester celebration. The celebration includes a barbecue and airplane rides.

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



On May 27<sup>th</sup> Larry hosted approximately 80 students and staff over the course of the day. They enjoyed hamburgers and hot dogs along with hangar talk and a general flying experience. Some fifty students and a few staff received a plane



ride in Larry's Archer and another plane owned and piloted by Paul Adams. It was a long day but a very rewarding experience for all. Thanks Larry, Ruth, and to all involved for making aviation real for these students.



# 2023 March Airshow a Success after 5 Year Hiatus

**RAA Vice President Phil Ensley**

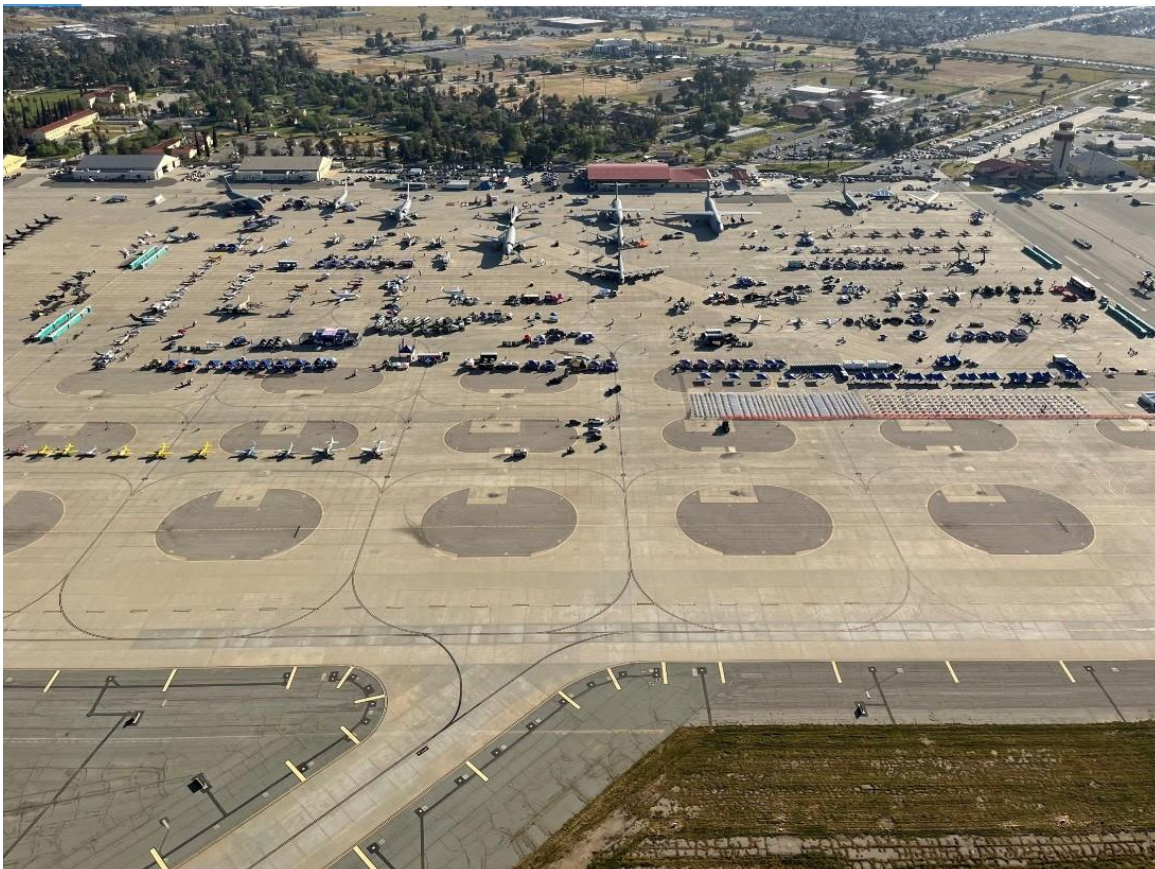


This year, the March Air Reserve Base held its air show after a five-year gap between shows. The last show was back in 2018 where the USAF Thunderbirds were supposed to perform but cancelled last minute due to an accident. That was definitely not the case this year. I was given the opportunity to assist with the planning and operation of the show this year. It was a fun but challenging undertaking.

With the five-year gap between shows, there was a bit of relearning and reinventing the wheel in terms of planning and executing an air show. While there were some challenges and things that could have gone better, overall, the show was a great success.

There was an estimated 450,000 people in attendance over the course of the two show days. There were 141 static aircraft on display or performing. Along with the USAF Thunderbirds as performers, the Patriots, Ed Hamill, Kent Peitch and the Jelly Belly Culver Cadet, Palm Springs Air Museum, and many others performed. The whole air show weekend was blessed with great weather and decent temperatures.

March ARB normally holds an air show every two years, alternating with Edwards AFB. The five-year gap between shows was due to the pandemic as well as budgetary constraints. It is nice to bring the show back for the surrounding community. If you didn't get a chance to go this year, plan for 2025. It is expected to be a great one!





## Density Altitude.... Who cares?

**RAA Director Tony Digati**

This was early September 1991. We always seemed to go places in groups, this time it was an Idaho adventure, KPOC (Brackett) to 3U2 (Johnson Creek, Idaho). Five airplanes made the trek. Bo in his 182 and Harvey in his 210 could make it direct, on the other hand my Stinson Flying Station Wagon, Art in his 170B and Don in his 172 could not.



*Art's 170, Not 3U2*



*My Flying Station Wagon, Stinson 108-2 at Johnson Creek, N481C*

### **Runway at Johnson Creek**

So, the 3 of us decided to leave semi afternoon, go to Vegas, spend the night. Head for Ely, Nevada (KELY) and then to Boise and finish the trip to Johnson Creek either that afternoon or the following morning depending on weather in the mountains. OMG an adventure of epic proportions!

I asked my buddy Joe to join me, Don and Art went alone. Now Joe is a beer drinker so the number one commodity for a weeklong camping trip was a bit of beer for him. My favorite libations could fit in a 5<sup>th</sup> size bottle! Into the Stinson went camping gear, beer, supplies, food, more beer, clothes etc. etc. etc.

Diligently I did a weight and balance and surprisingly enough we were within parameters but within 25lbs of gross weight, even though you couldn't see out the back windows... Hmmm! I guess that's why they call it a station wagon I reasoned.



*Joe, Boise Airport, rental car in front of the Stinson, Beer in hand!*

**Leg 1, KPOC to KLAS** - (Yes back then the big airport was no problem). Uneventful and beautiful, flight following right into the big airport just like we knew what we were doing. Of course, they parked us lowly piston singles in the south 40, but they came out with a tram and got us. All is good.

**Leg 2, KLAS to KELY** - Early morning departure and yes, another beautiful flight in the crisp air of a late summer morning. Probably about 75 degrees in Vegas that morning.

**Leg 3, KELY to KBOI** - This was the good one. When we got to Ely, oh probably about 11ish, it was 103 degrees. The good news is Ely is flat, Nebraska flat, at least for about 50 miles until you see the surrounding very LARGE rocks. We all tanked up on fuel, ate some sandwiches and away we went! Everything was perfect as we lined up #2 for departure. Give "old Bessie" the coal and was awarded a leisurely cruise down the runway, ½ the runway went by and its showing 55mph, this can't be good. 60, 65 and lift off. Still not very exciting as I tried to accelerate in ground effect 5 feet above the 6017-foot-long runway. More runway goes by and still no 80mph. What the heck? It was hard, but we kept our cool as the airport boundary fence went by not 5 feet below us. Thank Mr. Franklin as the engine was doing all she could and running great. Whatever was left of my 165hp in that heat did one heck of a job despite being controlled by an idiot. We made a 180 in the correct direction at less than 10 degrees bank as it was all I could do to maintain 80mph. My trusty Lowrance Loran (not) told me we were 20 miles from KELY, and I am now 1000 ft above the ground, maintaining the best rate of climb (80mph) for about 15-20 minutes! Think about that for a sec, 15 min to gain 1000 feet!

At least now I could breathe! Holy cow I was drenched, sick to my stomach and still a bit nervous but we were now climbing OK with a little more speed. Don't get me wrong we're talking 150fpm here but it's better than 50fpm! I look at Joe in the right seat and he says "doesn't seem like she's climbing very well" well it's not buddy, it must be all that damn beer in the back I thought! This leg was tense to say the least. You cannot imagine the relief when I saw that beautiful 10,000-foot runway at Boise, landed and taxied to the FSS station where Art and Don were waiting.

**Leg 4, KBOI to 3U2.** Have you ever walked into a Flight Service Station? How cool was that? New guys will never know. I can only imagine what was going through the technician's head as these 3 yahoos walked in and asked him about Johnson Creek weather. When are you going, he asked? "Now" we said. He says, "no you're not." "Maybe see me in the morning and we'll take another look." Joe got his beer, Don and Art went to eat. I did a split "S" into a pillow. The next morning it was a flight out of a textbook, smooth, beautiful, couple white puffy clouds here and there. Overfly Johnson Creek, descend over Yellow Pine, fly west down the road, turn left into a canyon you could never climb out of. Another left down another canyon all while descending to pattern altitude. Now I was getting nervous again, then a right turn to one of the most beautiful sights you will ever see, 3400 ft x 150 of grass, looked like I was going to land on a country club. It was well worth everything. Go there, try it, you won't regret it, try to go mid-week as it gets busy on the weekend. Plan your arrival and departure for early mornings please. Bring a camera and a charger because you will wear the battery down snapping pictures.

Oh, I almost forgot, and the MORAL of the story. Ely airport is at 6259 field elevation, temp was 103, density altitude was 10441 feet, how does your 165 hp non turbo plane climb at 10,500 feet? I'm proud of the Stinson, Franklin engines and my instructor Doug (RIP at 94), all three kept an idiot from dying.

***Check that density altitude folks!*** I'll be honest, it never even entered my mind that day. Now, I won't fly anytime without checking it, even at Redlands. You know on a 100-degree day at Redlands (way too many of those BTW), density altitude is approaching 5000 ft, imagine at Big Bear? My Twin Comanche has a Single Engine Service ceiling of 5500 ft, I fly in the mornings in the summertime! Older and wiser.



***Doug (RIP)***



## Celebrating Two Special REI Nonagenarians

The definition of nonagenarian is “a person 90 years old or between 90 and 100 years old”. In today’s world we are blessed because more people are living longer, and we are seeing more people becoming nonagenarians.

We have two very well-known members of our airport community that became nonagenarians and celebrated their 90<sup>th</sup> birthday at REI with their friends. They are John Krueger and Dick Suhay. The celebrations were held at the Wednesday luncheon in Bill Cheesman and Tom Dobbertin’s hangar midfield. Both of them enjoyed a really nicely decorated cake adorned with an aircraft they had spent some time flying.



**John Krueger turned 90 on 4-8-23. He was honored at the 4-5-23 luncheon.**



**Dick Suhay turned 90 on 5-1-23. He was honored at the 5-3-23 luncheon.**

Stater Brothers, Mentone, did an awesome job decorating their cakes. Unfortunately, we wore out our welcome and the manager said going forward no more airplane decorations like these on birthday cakes, it just took too long. So, we hope John and Dick enjoyed their special cake.

**Happy 90<sup>th</sup> John and Dick!**



# Aeronautical Decision Making

**RAA Safety Officer. Larry Rice**



Every day of our lives we make decisions, hundreds if not thousands of them. From the time we wake up until we are asleep. Maybe even while we are sleeping. Yet, when we are asked how we make our decisions the process does not seem to be consistent. The same happens in aviation!

Some of our daily decisions are as simple as what we are eating for breakfast or lunch. Here is one to think about...how do we decide which roads to take to go to work or better yet the airport!! All our decisions daily seem to be routine or not life threatening. We do have those times during the day and night that could be considered higher risk or emergencies. How do we make those decisions? Here some of those.... How hard do we step on our car brakes? Should we go to the emergency room or call 911?

Flying is not much different! How do you decide to make a flight, delay a flight, or even cancel a flight? **There is a process to help, it is called "ADM" (Aeronautical Decision Making).** As we have progressed in our flying careers, we have all been made aware of the importance of ADM. What is ADM? Systematic approach to the mental process of evaluating a given set of circumstances and determining the best course of action. The problem comes when we do not practice ADM for every flight.

Let's start with something called the **"3 P's", Perceive, Process, and Perform.** This model offers a simple, practical, and systematic approach to accomplishing each ADM task during all phases of flight.

To use it, you: Perceive the "given set of circumstances" for your flight. Process by evaluating their impact on flight safety. Perform by implementing the best course of action. Here are some elements of each of the "3 P's" that that should be considered as part of ADM:

A very useful ADM tool developed from one of the **3 P's** is **"PAVE."**

**P – Pilot**, - Experience, currency, physical and emotional condition

**A – Aircraft** – Fuel, experience in type, aircraft performance, equipment etc.

**V – Environment** – Airport conditions, weather, VFR, IFR runway conditions, NOTAMS

**E – External pressures** – Delays, diversions, and personal equipment

**Perceive hazards by looking at:**

- Pilot experience, currency, condition
- Aircraft performance, fuel
- Environment (weather, terrain)
- External pressures (appointments)

**Process risk level by considering:**

- Consequences posed by each hazard
- Alternatives that eliminate hazards
- Reality (avoid wishful thinking!)
- External pressures (get-home-itus)

**Perform risk management:**

- Transfer - can you consult someone?
- Eliminate - can you remove hazards?
- Accept -- do benefits outweigh risk?
- Mitigate -- can you reduce the risk?

We must next consider our personal minimums. These can be different for each pilot and can/should change based upon the elements in "PAVE" For example:

	If you are facing	Adjust baseline personal minimums by
<b>Pilot</b>	Illness, use of medication, stress, or fatigue; lack of currency (e.g., have not flown for several weeks)	Adding at least 500 feet to ceiling
<b>Aircraft</b>	An unfamiliar airplane or an aircraft with unfamiliar avionics or other equipment	Adding at least 1/2 mile to visibility
<b>Environment</b>	Unfamiliar airports and airspace; different terrain or other unfamiliar characteristics	Adding at least 500 feet to runway length
<b>External Pressures</b>	"Must meet" deadlines, pressures from passengers, etc.	Subtracting at least 5 knots from winds

So how do we use all of this information? The FAA publishes a Personal Minimums Checklist that you can complete with your personal minimums to help you with your ADM.

Click on this link:

[Personal Minimum Checklist](#) for a version you can print and use for planning your flight.

## EXTERNAL PRESSURES

### Trip Planning

Allowance for delays ..... minutes

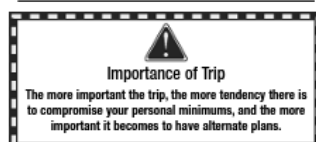
### Alternate Plans for Diversion or Cancellation

Notification of person(s) you are meeting  
Passengers briefed on diversion or cancellation plans and alternatives  
Modification or cancellation of car rental, restaurant, or hotel reservations  
Arrangement of alternative transportation (airline, car, etc.)

### Personal Equipment

Credit card and telephone numbers available for alternate plans  
Appropriate clothing or personal needs (eye wear, medication...) in the event of unexpected stay

► \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



## PILOT

### Experience/Recency

Takeoffs/landings ..... in the last  
\_\_\_\_\_ days  
Hours in make/model ..... in the last  
\_\_\_\_\_ days  
Instrument approaches ..... in the last  
(simulated or actual) \_\_\_\_\_ days  
Instrument flight hours ..... in the last  
(simulated or actual) \_\_\_\_\_ days  
Terrain and airspace ..... familiar

### Physical Condition

Sleep ..... in the last  
24 hours  
Food and water ..... in the last  
\_\_\_\_\_ hours  
Alcohol ..... None in the last  
\_\_\_\_\_ hours  
Drugs or medication ..... None in the last  
\_\_\_\_\_ hours  
Stressful events ..... None in the last  
\_\_\_\_\_ days  
Illnesses ..... None in the last  
\_\_\_\_\_ days

► \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### Your Personal Minimums Checklist—

- An easy-to-use, personal tool, tailored to your level of skill, knowledge, and ability
- Helps you control and manage risk by identifying even subtle risk factors
- Lets you fly with less stress and less risk

### Practice "Conservatism Without Guilt"

Each item provides you with either a space to complete a personal minimum or a checklist item to think about. Spend some quiet time completing each blank and consider other items that apply to your personal minimums. Give yourself permission to choose higher minimums than those specified in the regulations, aircraft flight manuals, or other rules.

### How to Use Your Checklist

Use this checklist just as you would use one for your aircraft. Carry the checklist in your flight kit. Use it at home as you start planning a flight and again just before you make your final decision to fly.

Be wary if you have an item that's marginal in any single risk factor category. But if you have items in more than one category, you may be headed for trouble.

If you have marginal items in two or more risk factors/categories, don't go!

Periodically review and revise your checklist as your personal circumstances change, such as your proficiency, recency, or training. You should never make your minimums less restrictive unless a significant positive event has occurred. However, it is okay to make your minimums more restrictive at any time. And never make your minimums less restrictive when you are planning a specific flight, or else external pressures will influence you.

### Have a fun and safe flight!

Developed in cooperation with:



## AIRCRAFT

### Fuel Reserves (Cross-Country)

VFR Day ..... hours  
Night ..... hours  
IFR Day ..... hours  
Night ..... hours

### Experience In Type

Takeoffs/landings ..... in the last  
in aircraft type \_\_\_\_\_ days

### Aircraft Performance

Establish that you have additional performance available over that required. Consider the following:

- Gross weight
- Load distribution
- Density altitude
- Performance charts

### Aircraft Equipment

Avionics ..... familiar with equipment  
(including autopilot and GPS systems)  
COM/NAV ..... equipment appropriate  
to flight  
Charts ..... current  
Clothing ..... suitable for preflight and  
flight  
Survival gear ..... appropriate for flight/terrain

► \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## PERSONAL MINIMUMS CHECKLIST

Think...

PILOT  
AIRCRAFT  
ENVIRONMENT  
EXTERNAL  
PRESSURES

Pilot: \_\_\_\_\_

Date Revised: \_\_\_\_\_

Reviewed with: \_\_\_\_\_  
(if applicable)

## ENVIRONMENT

### Airport Conditions

Crosswind ..... % of max POH  
Runway length ..... % more than POH

### Weather

Reports and forecasts ..... not more than  
\_\_\_\_\_ hours old

Icing conditions ..... within aircraft/pilot  
capabilities

### Weather for VFR

Ceiling Day ..... feet  
Night ..... feet  
Visibility Day ..... miles  
Night ..... miles

### Weather for IFR

Precision Approaches  
Ceiling ..... feet above min.  
Visibility ..... mile(s) above min.

Non-Precision Approaches  
Ceiling ..... feet above min.  
Visibility ..... mile(s) above min.

Missed Approaches  
No more than ..... before diverting

Takeoff Minimums  
Ceiling ..... feet  
Visibility ..... mile(s)

► \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



We all know and mostly understand the importance of ADM. The real question is that since we know this process reduces incidents and accidents on a daily basis let's not take a short cut. Please take the time to perform these simple tasks.

Just a reminder, as this is part of ADM, FAA regulations require that we perform a preflight inspection before EVERY flight. This inspection not only requires airplane inspection but also items such as pilot condition and readiness to fly. We must know about our departure airport, arrival airport and everything in between, including NOTAMS (notices to air missions).

***So, with all this in mind, are you legal and are you safe?***

### Awards, Endorsements & Ratings @ REI



#### ***Scott Renfrow***

First Solo

3/30/23

CFI Omar Abundis

Learn to Fly LLC,

a NextGen Company



Congratulations Scott!



## ***Steve Mapes***

Private Pilot License  
4-11-23

CFI Barry Neumayer  
Westwind Flying Club

Congratulations Steve on  
earning your PPL!

## ***Brenden Carlson***

1<sup>st</sup> Solo!

4/11/23

CFI Joe Scarcella

Scarcella Aviation

Congratulations goes out to Brenden Carlson's first solo, in the Mighty 146, Cessna 152 II. Proud dad, Jeremy Carlson, came to observe. Nice job Brenden!







## ***Joel Winn***

Private Pilot License

5/12/23

CFI Ronald Gochez

Learn to Fly LLC,  
a NextGen Company

Joel passed his private pilot checkride on May 12th. He is working towards a commercial rating. Congratulations!



## ***Cosette Groza***

First Solo

5/15/23

CFI Omar Abundis

Learn to Fly LLC,  
a NextGen Company

Student Cosette just did her first solo right before graduation! She plans to go all the way to a commercial rating too. Congratulations!



***Vsevolod  
Ossolodkov***

Private Pilot

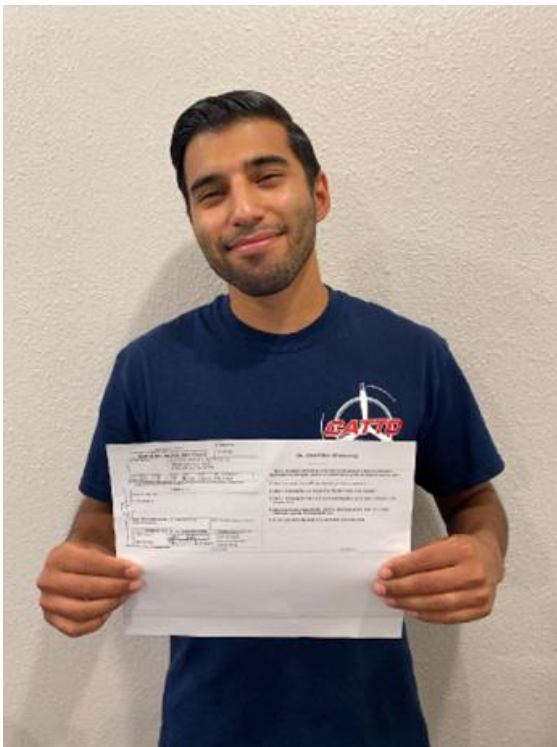
5/16/23

CFI Ronald Gochez

Learn to Fly LLC,  
a NextGen Company



Student Vsevolod just turned 17 and passed his private pilot checkride on May 16th. Congratulations!



***Lucio Munoz***

Airframe Mechanic

5-19-23

San Bernardino Valley College

Lucio has already obtained an FCC license. Some of you may have had him do some radio work at REI already. Earning his Airframe Mechanic Certificate will make him very valuable. Congratulations Lucio!!!



## ***Alexa Joseph***

First Solo

5/30/23

CFI Omar Abundis

Learn to Fly LLC,  
a NextGen Company

Alexa is working on her private pilot license right now but is planning on getting all her ratings as a career change!

## ***Robert O'Connor***

Wright Brothers Master Pilot Award

5/24/23

Robert (Bob) O'Connor was presented the Wright Brothers Master Pilot Award by Dr Paul Foster FAAST Manager, Riverside FSDO at the 5-24-23 RAA Meeting with friends and family present.

The FAA's Wright Brothers Master Pilot Award is the most prestigious award the FAA issues to pilots. The award recognizes individuals who have exhibited exemplary aviation expertise, distinguished professionalism, and steadfast commitment for at least 50 years of piloting experience or 50 or more years combined experience in both piloting and aircraft operations.

Congratulations Bob on this notable achievement!!!



# Have You Paid Your RAA Annual Dues?

It's that time of the year. RAA dues of \$10 are payable in June. Member dues are used to promote our airport and general aviation. **Almost all of it** gets used for projects, fun events, and expenses. If you haven't changed any of your contact information, you can renew your membership by simply paying your annual dues.

You can pay your dues through Zelle by sending your payment to our email: [redlands.airport.association@gmail.com](mailto:redlands.airport.association@gmail.com) Or, as a last resort, mail a check for \$10 payable to Redlands Airport Association. Our address is:

Redlands Airport Association  
1745 Sessums Dr. Ste. 1  
Redlands, CA 92374-1907

If you have changed any of your contact information, please let us know.

If you are not a member of the RAA and you are serious about supporting our efforts to make REI a better place you can help by joining the RAA. The RAA is an airport advocacy group. You don't have to be a pilot to join, membership is open to all that share the tenets of our mission statement:

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

Membership in the RAA will get you the latest communications on what is happening at our airport through our monthly meetings, email blasts and quarterly newsletter. We also try and sponsor a couple of events a year that are fun and provide benefit to the local community. At \$10 a year, RAA membership is a bargain! Please click on the link and complete a membership application if you are interested in joining the RAA: [RAA Membership Application](#) There are instructions in the application on how to pay your membership dues.

You may also join or renew at the monthly RAA meetings. Lastly, please don't forget we are a volunteer organization. We can always use volunteer help at airport events and by supporting RAA efforts to improve our airport. **REI is your airport, please get involved!**

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





## RAA Classified Ads & Advertising



### Narco MK 12D Nav/Comm with Glideslope, Mounting Tray, and Narco ID 825 CDI with Glideslope - 14volt

Working when removed. \$750. For all.

Larry Rice

909-283-8297

Larryrice2134E@gmail.com

### 1976 Cessna 150 1829 TT

Our "Goldie" needs a new home!

Original paint & Interior.

Ashtrays have never been used.

Asking \$52K, or best offer.

No flight schools please!

Joe Stickney

406-570-6424

poweroptions@msn.com





**LEARN TO FLY**

833-777-3500  
 Dispatch@FlyRedlands.com  
 1745 Sessums Dr Unit 160, Redlands, CA 92374  
 34° 5' 2.508" N 117° 8' 23.244" W




**Takashi Nishimura 909-771-4211**  
[westwindflyingclub@gmail.com](mailto:westwindflyingclub@gmail.com)  
[www.westwindflyingclub.com](http://www.westwindflyingclub.com)



**Redlands Aviation**  
 P. O. Box 9641  
 Redlands, CA 92375  
 (909) 794-5642  
 FAX (909) 389-7083

**Coyote Aviation**

Hangar Rental

909-794-9579

**Redlands Hangar Owners Association**

Hangar & Tiedown Rental

951-544-7089

**GAS**  
**GROVE AERO SERVICES**  
 MRO - Maintenance Repair Overhaul

1795 Sessums Drive  
 Redlands, CA 92374  
 KREI | Redlands Airport

t | 951-212-6893  
 e | service@grovaero.com  
 w | grovaero.com



**JOE SCARCELLA AVIATION, LLC**  
*Certified Flight Instructor • Designated Pilot Examiner*

Joseph Scarcella, Ph.D.  
 Specializing in Glider Flight  
[jscarcel@csusb.edu](mailto:jscarcel@csusb.edu)  
 (909) 754-9155



**Let's Go Fly** is forming a group of pilots  
 interested in monthly 1/2 to 3/4 day flying excursions.

We are creating a mailing list, send your contact info  
 email; [flyKREI@gmail.com](mailto:flyKREI@gmail.com)  
 text; (909) 213-4403  
 Put "flyKREI" in the subject

**City of Redlands**

Airport Administration, Hangar & Tie Down Rental

Airport Office – 1745 Sessums Dr.

909-798-7573



## Redlands Airport Association

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

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

On the web:

[WWW.RAACP.Org](http://WWW.RAACP.Org)



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

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

## Upcoming Airport Events

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

**Redlands Aerobatic Cup** – September 1-3, 2023

**REI Fly or Treat** - October 31, 2023, from 4-7pm.

**Stuff a Plane Charity Toy Drive** – December 2, 2023

## Important Meetings

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

**Redlands City Council** meets 1st and 3rd Tuesdays of the month at 6pm. Agendas are posted 72 hours in advance for City Council meetings. Link for agendas and videos of previous meetings:

<http://www.cityofredlands.org/cms/one.aspx?pageId=7087893>

**Redlands Airport Advisory Board** meets the 3rd Thursday of every month at 6:00 pm and is usually at the Redlands City Council Chambers and occasionally, the airport public lobby.

## About Our Organization...

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



**REDLANDS MUNI** (REI)(KREI) 2 NE UTC-8(-7DT) N34°05.12' W117°08.78'

1574 B TPA—See Remarks NOTAM FILE RAL

RWY 08-26: H4504X75 (ASPH) S-12.5 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 0X 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 invof 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 lg 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/UNICOM 123.05 (3 clicks for wx and adzy, 4 clicks for radio check.)

Ⓡ SOCIAL APP/DEP CON 127.0 (North-NE)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

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



Not for Navigation