



**6-30-25**  
**Volume 12, Issue 2**

# **Redlands Airport Association**

## **Chapter of California Pilots Association**

### **Newsletter**

#### *The Mission of the RAA*

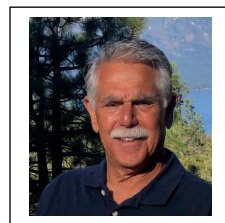
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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

#### **Highlights:**

Airport Updates	2
Unleaded Fuel Issues	5
My CFI Friends	8
REI Events	11
SoCal Airport Update	13
Safety- Verbal	
Communications	15
Flykrei Report	19
Congratulations	20
RAA Projects	24
Classifieds	27

## **Observations & Comments**

**By RAA President Ted Gablin**



San Bernardino Valley College (SBVC) Aeronautics held their annual advisory committee meeting on Friday, May 16. I attended with RAA Safety Officer and SBVC Instructor, Larry Rice and GASPPS co-owner Karl Grove. Present were SBVC Aeronautics Faculty, other aviation educators from a couple of local community colleges, some Flabob tenants, and FAA officials. It was an opportunity to learn about the new aeronautics' classes and programs SBVC is offering to students and an opportunity for networking. I invited Karl to join me at this meeting because he does hire SBVC students and it was an opportunity for him to network with the aeronautics faculty.

SBVC has really expanded their aeronautics curriculum. The school has started to offer an air traffic controller curriculum. This is being taught by former ATC controllers. They are also actively going beyond simple private pilot ground school. They have partnered with Riverside Flight Academy. Students can now complete flight instruction as part of the curriculum all the way to a single engine commercial rating. The flight school has to be a part 141-flight training establishment and that allows students to obtain FAFSA or GI Bill financing for the flight instruction. SBVC has also bought two Cessna 172's to put on the line for flight instruction. They are/were painted in Corona. The aeronautics student population is over 200 now. When I started teaching at SBVC in 2016, they had about 60 students and the aeronautics program was in jeopardy of being terminated.

CFI Devin Maize was present at the meeting. He is a part-time instructor for NextGen Flight Academy. He also works full-time for Colton Redlands Yucaipa Regional Occupation Program. He is their instructor for the aviation curriculum offered at East Valley High School. He shared so far this school year he has taken 50 students in his classes on introductory flying lessons through NextGen Riverside location, and occasionally at Redlands. When I asked why he is not doing this at Redlands, he cited availability of an airplane. They have more airplanes available at RAL.

There is a market for flight training at REI. Flight instruction activities are good for the airport economy. This activity creates jobs for instructors, office personnel, and mechanics. It also increases fuel sales, tiedown/hangar revenue and tax revenue. It also can grow the number of operations at REI. Operations are considered by the FAA when it comes to grant funding. We need to encourage flight training activities at REI. It's good for our airport long term!

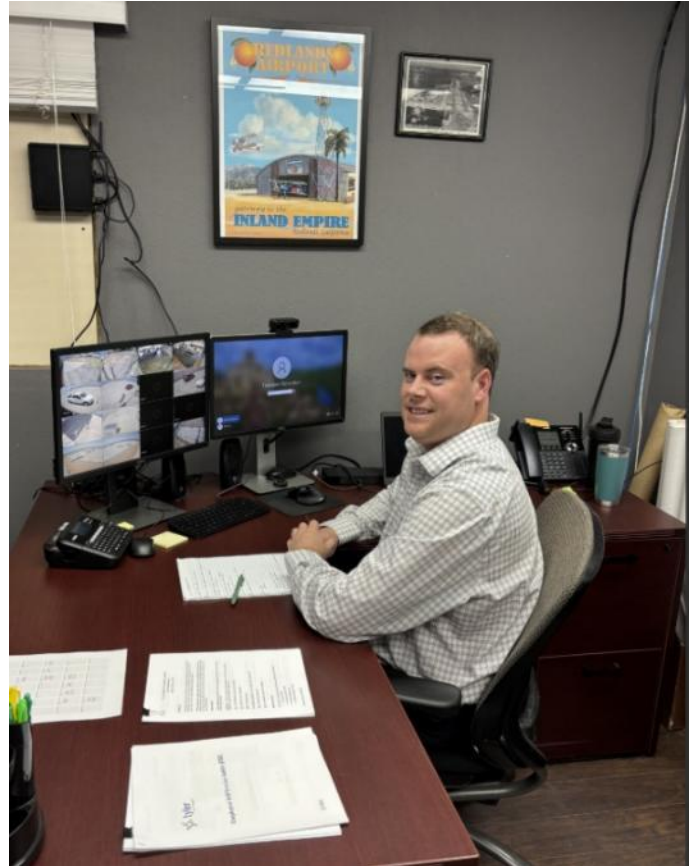
## Airport Updates

### **Welcome Theodore Richardson, Redlands Airport Supervisor**

Our new airport supervisor is Theodore Richardson. He goes by his nickname, Ted. He is outgoing, engaged and is excited about his new job at REI. You certainly can't miss him in a crowd. Although it's not evident in the picture attached, he is 6'8" tall.

Ted is 31 years old. He hails from Bakersfield, CA. He is married and does not have any children yet. I heard some hints when talking with him that having a family is in his future. He lives locally in the area and enjoys surfing. He attended California Baptist University in Riverside. He graduated in 2017 with a BS in Aviation Management. He is working on an MBA in Aviation Administration and Management through courses offered by Southern Utah University.

Ted has had some flight instruction. He has soloed and it sounds like he was close to earning his private certificate. He certainly enjoys aviation as it has been the focus of his college education and his work experience to date. Ted has worked for the Des Moines Airport Authority in Des Moines, IA, Sanford Airport Authority in Sanford, FL. And most recently as an Airport Operations Specialist for TBI Airport Management, the firm that manages Ontario Airport. These former roles have all involved airport administration and management.



Ted is eager to dive into projects that were started by his predecessor at REI. He would like to get airport maintenance issues resolved, finish grants that were initiated by his predecessor, and work on some new grant projects. He looks forward to making Redlands Airport a better facility for users.

### **Status of REI Airport Lighting Repairs, Weed Abatement and Windsock Replacement**

Our new airport supervisor has been busy dealing with airport maintenance issues. The first week he was at the airport, the airport beacon was reported inoperative. A bulb was replaced and it's back in service.

Our PAPI hasn't worked right for over 2 years. It was turned off for a while, but city crews had it turned on a few months ago. Unfortunately, it does not seem to be adjusted properly and display a wide enough red & white illumination when you are on the proper approach path. The city has contacted the manufacturer for guidance.

Runway End Identifier Lighting (REIL's) on both Runway 26 and Runway 8 are not operating. They too have been out of service for over a year. City staff called a technician out to make repairs in May, and they determined parts were required. The parts are on order.

There are some damaged stanchion mounted runway edge lights. New stanchions have been ordered, and the lights will be repaired when they arrive.

Finally, our windsocks deteriorate from the sun, and they need to be periodically replaced. Replacement windsocks have been ordered and will be installed.

### **What Happened to the SBD Airspace Change Proposal?**



**Federal Aviation  
Administration**

It's back!!! The RAA was contacted on May 19th by Paul Higgins, FAA Manager, Airspace and Procedures South Team, Mission Support Services, Air Traffic Organization (ATO). He called to discuss setting up a meeting with Redlands pilots about a revised airspace change proposal for SBD. Paul shared he would like to set up the meeting sometime around July this year.

We followed up with him again on June 11 regarding a meeting. He shared he is undecided on the type of meeting. He discussed the potential for a Zoom meeting or some type of simple email presentation of the new proposal. Paul has shared that stakeholder meetings are not the norm for these types of airspace changes. He also said that the new revision would not modify the existing SBD Class D, but we will get E4 airspace to the surface. He stated that that airspace is not under the control of SBD, so there is no special VFR available. He also stated the E4 airspace does not prohibit Part 103 aircraft (ultralights, paragliders etc.) Based upon the information shared by Mr. Higgins, REI will lose our Class G airspace and visibility requirements. We will keep everyone advised on this when additional information is available.

### **GASPPS to Hold Open House and Garmin Pilot Event on August 9, 2025**

Karl Grove and Rick Pennington co-owners of GASPPS have built a first-class maintenance and avionics facility at REI. They have also recently become a Garmin authorized dealer and installer. They have decided to have an open house on August 9, 2025, to show off their facility to the aviation community. The open house will be held from 9am -2pm.



Garmin representatives will be at the event and making presentations on Garmin avionics beginning at 10 am. Registration is required for the Garmin presentation. Those that register are eligible to enter a drawing to win a Garmin D2 Air Watch. There will be aircraft on display, a BBQ lunch prepared by RAA volunteers and a flyover. Please check out the flyer on page 27 of this newsletter. You can register on the GASPPS website at this link:

<https://gaspps.com/open-day/>

### **Comment Period Ends for FAA Remote Communication Outlet (RCO) Elimination Proposal**

Earlier this year we heard the FAA was considering eliminating the 936 RCO's in the lower 48 states as a cost cutting measure. If you didn't know RCO's were established so pilots could contact flight service stations while enroute. This practice has almost been eliminated by modern tools that allow pilots to get real time weather data in the cockpit. The FAA did not share very many details about where the actual devices are that were being considered for elimination. We initially believed it would include the FAA remote communications equipment located on the N/E corner of REI. This equipment allows REI pilots to communicate with So Cal Approach controllers for the purpose of getting IFR releases and closing flight plans by radio on the ground at REI.

The comment period for this proposal closed on May 27th. AOPA, EAA and VAI (Vertical Aviation Inc) submitted joint comments on May 20<sup>th</sup> about the FAA's proposal. Their joint comment letter supported keeping some of the RCO's based upon use, while others not being utilized could be eliminated. We also learned that the unit at REI is not involved. The FAA classifies our unit as a "remote communications air to ground" (RCAG). It is used to provide radio communication from ground to ATC in areas where reception is poor.

The VAI representative that signed the joint comment letter is Redlands Airport Advisory Board member Amber Harrison. Amber serves as legal counsel for VAI. Amber also drafted comments for the City of Redlands that opposed eliminating RCO's. The city's comment letter was signed by Councilmember Marc Shaw and was submitted to the FAA on April 29<sup>th</sup>. The focus of the city letter was similar to the joint letter issued by AOPA, EAA and VAI, but also expressed concern about decommissioning the FAA's communication outlet at REI. Thank you to Amber and Councilmember Shaw for getting involved!

### **NASA Considers Discontinuing the Aviation Safety Reporting System**



Have you ever filed a NASA report? It's formal name is the Aviation Safety Reporting System (ASRS). If you didn't know it, the ASRS is a voluntary reporting system that allows pilots, controllers, mechanics, and

others to make confidential reports regarding incidents where safety was compromised for one reason or another. It is a cooperative program established and funded by the FAA and administered by NASA. Information collected from user reports to the ASRS is used to identify deficiencies and discrepancies in the National Aviation System. NASA also uses submitted reports for research on how human factors can influence aviation safety and develop recommendations that could improve safety. NASA does share select reports with subscribers monthly. This is done in an effort to alert others of a safety issue. After all, we can all learn from other's mistakes.

The program has been in existence for 50 years. It was born out of an airline accident that involved an airliner impacting terrain killing all 92 onboard. Poor instrument flight procedures and vague controller instructions were cited as a cause. It happened more than once, and another airline had a close call in the same area for the same reason. So, the FAA created the ASRS to give users an easy way to report safety issues so improvements to procedures, operations, facilities, and equipment could be made.

The program does include some incentives to encourage people to spend the estimated 30 minutes to complete an ASRS input form online or by hard copy and US Mail. Users making reports don't need to worry about retribution as usernames and identifying information is scrubbed from reports that NASA circulates to the FAA. If the incident reported includes some type of rule violation, the reporting person can't be subject to an FAA enforcement action (e.g., suspension or revocation of a certificate) if the report is made within 10 days of the event, the action is inadvertent and not deliberate, and the action is not criminal. A NASA ASRS report can be sort of a get out of jail card. You can only do this once every five years.

Unfortunately, the ASRS program is on the chopping block. Some administrators must believe that eliminating this program will save money or perhaps NASA doesn't believe reporting safety issues in the FAA's world is something they should be doing. That's too bad! You can help convince the government otherwise. Elimination of the ASRS is being done through a Notice of Proposed Rule Making (NPRM). You can make comments on the proposal that could make a difference. Members are encouraged to make comments. The comment period is open until July 7<sup>th</sup>. You can make your comments at this link: [https://www.regulations.gov/document/NASA\\_FRDOC\\_0001-0962](https://www.regulations.gov/document/NASA_FRDOC_0001-0962)

# User Experiences with G100UL Unleaded Fuel Discussed @ Santa Clara County Airport Commission Meeting

By RAA President Ted Gablin

On Friday May 30, 2025, the Alameda County Superior Court issued a denial to the motion from the Center for Environmental Health (CEH) to Enforce and Modify a Consent Judgement from 2011 (Case #RG11600721), to require California's airports to sell G100UL (100 octane unleaded) fuel. There were many industry and regulatory participants who submitted briefs and documentation. The Court reviewed these details and issued its denial of CEH's motion. Here is a link to the order: [ORDER DENYING MOTION OF CEH TO ENFORCE AND MODIFY CONSENT JUDGMENT](#) *This ruling may have been very timely!*

Santa Clara County (SCC) has forced the sale of unleaded aviation fuel at their two airports, Reid Hillview (KRHV) and San Martin (KE16 ) because of lead pollution concerns. SCC replaced the 100LL avgas at their airports in January 2022 with Swift UL94, a 94-octane unleaded avgas. According to SCC, UL94 is FAA certified for use in approximately 68 percent of the piston-powered aircraft of the type that use RHV and KE16 airports. In late October 2024, GAMI G100UL fuel was also offered for sale at KRHV. SCC wanted to provide unleaded fuel for the aircraft that can't utilize UL94. Both fuels are FAA approved through the Supplemental Type Certificate (STC) process.

Aircraft owners that have used G100UL at the SCC airports have reported fuel system maintenance issues and aircraft paint damage after using G100UL. The complaints prompted the SCC Airport Land Use Commission to discuss this issue as an agenda item at their June 3rd meeting. I was notified of the meeting by a CalPilots communication and attended via Zoom.

The meeting included a presentation from George Braly, Co-founder of GAMI (General Aviation Modifications Inc.), the developer of G100UL unleaded fuel, and another presentation from Micheal Luvara, A&P/IA and pilot based at KRHV. George reviewed the development, testing history and benefits of the fuel his company has developed. Michael presented on his observations of issues that have occurred in aircraft from the actual use of G100UL sold at KRHV. Here are some key takeaways from both speakers after hearing their presentations:

## George Braly, Co-founder GAMI

- Stated the sole supplier of tetraethyl lead, the chemical additive used to boost octane in 100LL avgas, is going to stop its production in 2028 and terminate selling the additive in 2030. This will affect availability of 100LL fuel.
- GAMI is the only approved FAA supplier of 100 octane unleaded fuel.
- G100UL is approved for use by the FAA through the STC process for all aircraft engines and airframes.
- GAMI developed G100UL in 2010
- George has been using the fuel for test purposes in a Cirrus SR22 for 15 years. He has also tested the fuel in a total of 15 Cirrus aircraft without any issue.
- AOPA has tested G100UL in a donated 1965 Baron. They ran one engine on 100LL and the other on G100UL for 100 hours and had good results with the exception of a bladder leak, George believes the bladder on the AOPA aircraft leaked due to age related deterioration.
- GAMI has tested 100LL fuel all over the country and found varying amounts of aromatics used in the production of 100LL. Some samples tested as high as 33% Aromatics in G100UL are believed to be the cause of damage to fuel tank sealants, bladders, O-rings, hoses and paint.

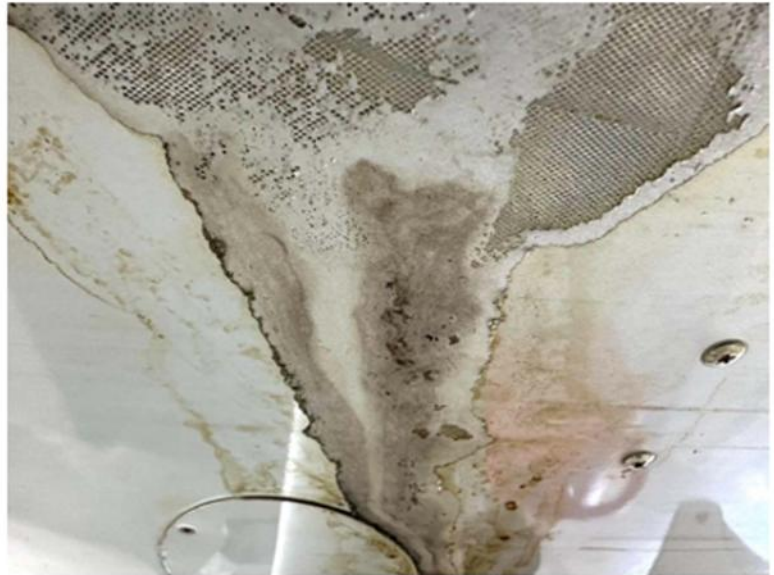


- Results of oil analysis tests in the AOPA aircraft indicated the amount of suspended metals found in the dirty oil was far less in the engine burning G100UL than the engine using 100LL. This could lead to extended TBO times.
- AOPA has sold the Baron to a new owner. The new owner has used G100ULL for 250 hours without issue.
- George claims G100UL is as hard on aircraft paint as 100LL.
- Believes that G100UL meets new grant assurance requirements as an FAA approved fuel that can replace 100LL at airports. Claims the FAA STC approval is the “standard” that qualifies G100UL as a replacement unleaded fuel.

**Micheal Luvara, A&P/IA, & Pilot at KRHV**

- Stated he is a supporter of unleaded fuel, but it must be compatible with existing aircraft fuel systems and paint.
- He cited numerous incidents with aircraft using G100UL based at SCC airports and nearby airports.
- Claims use of G100UL can cause fuel leaks in aircraft with bladders, and aircraft that have tanks or inspection openings sealed with fuel tank sealant. Showed a few pictures of aircraft he examined with leaks.
- Pictures were shown of paint damage from leaking G100UL of many aircraft. Stain color shown in his photos was indicative of G100UL as they were tan in color and not blue. He stated paint damage included aircraft with quality polyurethane finishes that were recently painted. He showed pictures of the lower wing surface of a Cirrus that had a fuel leak that had finish damage so severe it exposed the lightning mesh in the composite surface.

**Cirrus SR22 @ RHV**



- Displayed pictures of painted inspection covers and a trim tab that he soaked in either 100LL, a mix of 100LL and G100UL or just G100UL. Items in contact with G100UL had considerable paint damage. He reminded all that fuel tank vents allow fuel to be vented overboard and that is a source of paint damage if the aircraft is fueled with G100UL.
- Displayed a paint damage waiver that is on the GAMI website that must be signed by someone purchasing an STC for G100UL.
- Cited other instances of aircraft fuel system damage involving O-rings, clogged fuel injectors, sticking selector valves and leaky fuel pumps. Displayed pictures of hoses, gaskets, and O-rings that were swollen after

exposure to G100UL. Showed information from GAMI's instructions for continued airworthiness, recommended that when hoses or O-rings are replaced, they should be replaced with specified materials.

## Rubber Hoses

MIL-6000

Swelled in G100UL  
after only 1 day



- Stated and displayed correspondence from Cessna, Piper, and Cirrus warning owners they could void new aircraft warranties if G100UL is used.

Public comments were made after both speakers. None of the commenters expressed positive experiences about using G100UL. One owner filed a claim against SCC for \$500k for damages to the fuel system and paint on his Cessna 421. The suit alleges because of the county's ban on 100LL he was forced to fuel his aircraft with G100UL which caused the damage. This aircraft is currently grounded to facilitate replacement of all fuels system components recommended by Cessna.

The SCC Airport Commission did not take any action on this agenda item at this meeting. Commissioners did not take any action on this agenda item. The commissioners did request a follow-up agenda item to discuss unleaded fuel use at their next meeting in August.

AOPA writer and A&P/IA, Jeff Simon, recently wrote an article entitled "Preparing Your Aircraft for Unleaded Fuel." The article stresses the importance of changing fuel system components to those that tolerate the aromatics used in unleaded fuels. He advocates replacing aging bladders, with new bladders designed for unleaded fuel, using Teflon hoses when fuel system hoses are replaced, resealing entire wet wing type tanks instead of doing spot repairs. You can read Jeff's article at this link: <https://www.aopa.org/news-and-media/all-news/2025/june/03/aircraft-maintenance-preparing-your-aircraft-for-unleaded-fuel>

I believe we all need to stay informed about the rollout of unleaded fuels. There are significant maintenance benefits associated with unleaded fuels, such as cleaner sparkplugs, cleaner engine oil and less engine wear but it may be painful getting our aircraft prepped for these fuels.

# Flight Instructors... Most of Mine are Lifelong Friends

**RAA Vice President Tony Digati**



I've been flying for quite a while now, 48 years at present. I've thoroughly enjoyed about 95% of it. Sometimes I wonder if other folks have had mostly positive experiences as well. I have been extremely fortunate to know a lot of good people along the way. Most of my friends to this day are in aviation, one way shape or form. Most of them are/have been CFI's as well.

Back in the 1970's when I learned to fly, it was different, but yet the same. One of the differences was that the airplanes you rented were damn near new! Another difference was that flight schools were a big deal, million-dollar operations. I learned at El Monte airport, we had a full-on Cessna dealer, a Piper dealer, and a Grumman dealer. All of them stocked new airplanes for you to see, test and buy. Like car dealers they also had showrooms with yes, airplanes in them! I remember going to ground school on Tuesday and Thursday evenings and you had to walk past that brand-spanking new 310R and that gorgeous new 182 and 172 just sitting in the showroom waiting for someone to buy them. These were NOT rentals, those were outside. Generally, no less than 15 to 20 airplanes on the rental line and all of them were 1970's models (just like the ones you fly today) **except it was 1975!** Piper dealer was exactly the same, showroom, 3-4 planes inside and a huge rental fleet. The Grumman dealer was a little lower budget, no showroom but they had plenty of planes, new and rentals. A big deal in those days were leasebacks, you buy a new plane and lease it back to the FBO, they put it the rental fleet and paid you per hour of usage. There were advantageous tax reasons for doing this back then. A new 172 was probably \$30k, absolutely loaded.

I switched from Cessnas to Pipers at about 15 hours, Piper was next door it was called El Monte Flight Service in those days. My instructor was a guy named Eric, I was 17ish, and he was 21. We hit it off from the 1<sup>st</sup> lesson. Not only did we fly together but we got in various forms of non-flying trouble for a few years together. One flight lesson sticks in my mind aside from my solo. We were practicing engine outs in the pattern, back to idle, carb heat and somehow make it land in one piece. So on about the third time that fine day, were downwind, just reported, he pulls it back to idle, turns off the mags and puts the keys in his pocket! I guess that's one way to never forget that lesson because I never have. Eric is retired from United today.

I rented occasionally for a few years, you know taking friends for rides and such. In 1986 I bought my Stinson 108-2, I highly recommend buying your own airplane, it's so nice to be the only guy that touches it! BTW paid \$6500 for it (which was the price of a nice used car back then). You can probably get a halfway decent slow taildragger for about the price of a decent used car today I would think.



The problem was I had no idea how to fly a taildragger, so an instructor search was in order. I had the old owner fly it to Brackett for me and there she sat out in the tiedowns me waxing it the 1<sup>st</sup> weekend out in the hot sun. Doug, shuffled on over, "Hey Dad" (he called everyone dad), where did you get that airplane? We talked about him checking me out in it and he agreed. He takes out a small notebook, crawls all over the plane for no less than 45 min. Tears off a sheet of the notebook and says, "fix everything on this list and call me when you're done".

***Low and slow taildragger is still cheap!***



The one I'll never forget is the time we were downwind one day at Brackett and the cowlings flaps open and its slamming open and closed repeatedly. Now if you know me, you know that I'm tighter than two coats of paint, so the first thing going through my mind as we were flying is "how much is this going to cost." All of a sudden, I hear "fly the airplane dad, worry about it at the hangar." Which was exactly what I should have been thinking and another unforgettable lesson.

We had so many adventures together and were instant friends from that day forward right up until he passed away at 92, his last 3<sup>rd</sup> class medical was at 90 years old and the last plane he flew was his favorite... a North American T6 Texan.

A few years later, I met the BOYZ, Kevin, Marvin and Steve. Kevin worked for Continental Airlines and owned a teeny tiny charter company. Marvin was a CFI and freelance corporate pilot. Steve was a retired TWA captain, CFI, DPE and all-around friend of KMR. As it turns out the bulk of my experience came from these guys, instrument, commercial, multi-engine and three type ratings. And these relationships are still going on today.

Kevin and I have been through the ringer I ended up managing his charter company, (ask him about the IRS guy) we had 16 airplanes at Ontario, 13 jets and 3 pistons including Kevin's Bonanza (which he still has, it's on its 4<sup>th</sup> motor), the 421 and my Stinson in the corner of the hangar. There are too many Kevin experiences, including crashing the King Air. But the one I will never forget, we were downwind at Brackett in his A36. And of course, were abeam the numbers for the left runway over the golf course, he pulls the mixture. No different from any other engine out, but in a Bonanza, he says (and he calls everyone honey) "honey point the nose at the runway right now" as I did not know a A36 glides just like a set of car keys. Same landing we're on short final (no engine) and he says, "let me show you something." He takes the prop control and pulls it all the way back. If you've never tried this, it's like the hand of God lifting you back up in the air, could absolutely save your ass someday! I talk to Kevin 3 times a week, he does all my customers check rides and he was the best man at my wedding to Angie! Oh, and last time I checked Kev has 28 type ratings, he might even have a new one by now. Kevin is retired United 777 Captain and DPE.

Marvin....hmmm, well here are two guys that should never be allowed to fly together as almost every bad thing that's happened to me flying has been with Marvin! Marvin is the guy you knew in High School with the pocket protector, who got to be one of the smartest guys I know. I think he's on type rating #18 at present always been in corporate and charter. Let's see, the Citation excursion was with Marvin over Lake Arrowhead. The baby Citation nighttime engine out was with Marv out of Oakland, real IFR, just after takeoff (that was fun) and a few others for another time.

My never forget with Marvin was during my Multiengine training, the only piston twin we had was the 421, not exactly a trainer. As a matter of fact, before I got my Twin Comanche, 99% of my multi time is in a 421! This is more of the best compliment I could have ever gotten flying, instead of a lesson. We would do training on non-revenue legs. On this day we took off from Ontario for Santa Rosa, it was an IFR day. Probably about the third time we had done flights such as this. I take off, get established and was quite proud of myself, when Marvin looks at me and says, "I don't feel well, I'm going to lie down." **What?** So, he walks down the aisle and lays down on the floor in between the seats. "Wake me when he clears you for the approach." At 1<sup>st</sup> I was nervous after while I beamed like a Coleman Lantern.

Who said Marv has no personality? One of the biggest confidence builders I've ever had....you had to be there. Marvin and I see each other and talk frequently to this day. He currently has some medical certificate challenges.



***421 an excellent airplane, it LOVES AVGAS!***

Last but not least is Peter. Peter is retired check airman for Continental Airlines about 13 years now. I met Peter when we started Jetstream, he was instrumental in the development of all our type rating programs and was head instructor for years. When I got the Twin Comanche, he also has 400 or so hours in a PA-30, we started flying together. Once again, many adventures, he has taught an old man so much about his airplane! I always wanted a twin of my own so as the last shebang, it's in the hangar.



***Who is that handsome dude?***

My never forget (and there may be more as time goes on) with Pete was about a year and a half ago. He tells me, ***because he briefs everything***, we're going to go down East of Hemet and do some air work, then we're going to shut down an engine (I get to decide which one, Woo Hoo! ) and return to KREI single engine. Then we are going to enter crosswind for 26 and on short final we are going to do a single engine go around. I said, "But Pete, doesn't it say no single engine go arounds"? Pete says, "I will zero thrust the engine just in case." ***I will tell you that at the time we're still near Hemet and I'm not liking this at all.*** But without boring you, it was very doable, safe and successful with no help from the simulated dead engine! A very eye-opening experience as it was 82 degrees when we started the go around at 120 mph and 75 feet gal. By the time I reached downwind, I was still 120 mph and 500 feet gal! 425 feet is all she climbed! That is a damn good reason to avoid flying when it's hot. Density altitude is not your friend in a twin or a single, but in a twin it's critical. But you know what, *she* did it and I'm proud of her, even though she's not a sprightly climber with one engine out, neither is a Bonanza. Pete and I usually fly once a month and talk weekly.

You can see, most of my experiences have been with my guys! I appreciate all of them, miss one a lot. Everyone should be so lucky as to meet some of the best in aviation! My instructors are, have been, and will continue to be my best friends!

## RAA 2025 Redlands Airport Events

By RAA Secretary Cindy Gablin



### Our Spring Fling Event Was a Hit!

We planned for a fly-in, Historical Aircraft Display Day, and a BBQ lunch. Unfortunately, because of 15-18 mph wind gusts that were not forecast that day, we didn't have many pilots fly in. However, some came from as far as San Luis Obispo, Carlsbad, and Orange County (John Wayne). We advertised the event on social media and because of the hype, we had a lot of families from the community excited to visit the airport.

Among some of the historical aircraft displays were Tony Higa's T-28 and Len Ingalls PT-19.

Lunch consisted of burgers, dogs, and the necessary fixings along with potato salad, chips, cookies, and a drink. We started serving about 10:45 and by 12:15 we were just about out of food. We hightailed it to Stater Brothers for more hot dogs. By 1:00 we were out of all the food and started shutting everything down. It was a shame as we had to turn a few guests away. In the end we estimate we served about 110 lunches.



We were happy to have Learn to Fly LLC and Mission Flight Academy join us at the event. They set up and staffed display tables in the lobby to share their activities at the airport and in the community. We also had some members of the US Coast Guard Auxiliary join us. They too set up a table to share what they do, but a couple of them were very experienced cooks and helped us cook up the burgers and dogs! Here's a link to more pictures from our 2025 Spring Fling: [4-5-2025 Spring Fling Fly-In](#)

Raising money for the RAA is not the primary goal for these types of events. It is more about creating a fun experience for the community to enjoy our airport. I think we accomplished that at this event. I want to thank all those that volunteered; what a team. We really appreciate your time and effort to make this a great event.

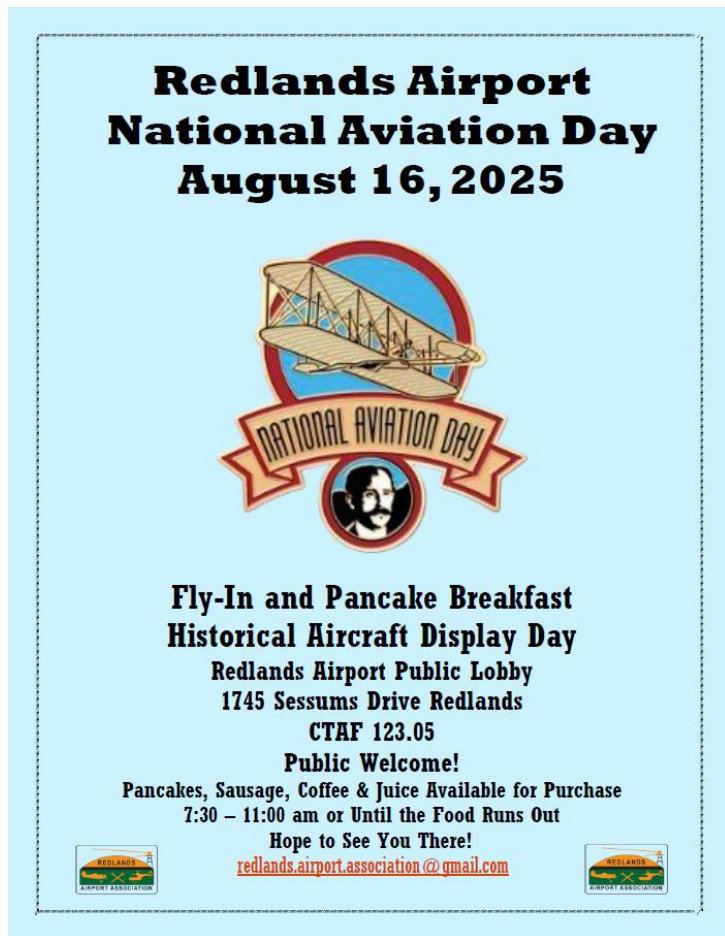
### 2025 National Aviation Day Event – August 16<sup>th</sup>

In 1939, Franklin Delano Roosevelt issued a presidential proclamation which designated the anniversary of Orville Wright's birthday to be National Aviation Day. It is observed on August 19<sup>th</sup> each year to celebrate the history and development of aviation. Orville Wright, who together with his brother Wilbur, made significant contributions to powered flight. The proclamation directs all federal buildings and installations to fly the US flag that day and encourages citizens to observe the day with activities that promote interest in aviation.



This year, National Aviation Day is on a Tuesday. The RAA would like to celebrate the day with a fly-in event on the weekend, so the RAA is hosting a National Aviation Day Fly-in, Historical Aircraft Display Day, and Pancake Breakfast on Saturday, August 16th at the Redlands Municipal Airport lobby from 7:30 am – 11:00 am.

The public is welcome to join us as we want to promote our airport and its businesses. We are inviting pilots from other airports to come visit, display their aircraft, and enjoy a pancake breakfast. We are hoping to get some of our Redlands pilots and their families to join us as well.



We will be providing a venue for a Historical Aircraft Display Day. If you participate in that, please consider displaying your aircraft that day. Russ Clyde will be on hand to sign you off. Even if you don't participate in that and you have a cool aircraft to share with the public, consider bringing it down to the lobby area to display.

We will be serving pancakes, sausage, juice & coffee for purchase from 7:30-11am or until food runs out.

The event will be listed on the RAA's website at [raacp.org/airport-events](https://raacp.org/airport-events) as well as our Facebook and Instagram pages. We will also create an event on Facebook and advertise on a few other aviation Facebook pages in our area. Please share them with your friends, families, and your Facebook page. We hope to have a great turnout.

**We are looking for volunteers!!** We need a couple of cooks, servers (food handlers card required), and people to help set up and clean up. We also need a couple of people to help marshal aircraft into and out of the display area. We plan on cleaning and setting up the patio on Friday, August 15<sup>th</sup>, at 3:30 pm. Saturday, the 16<sup>th</sup>, we will start set-up around 6:30/7:00. We want to start serving at 7:30.

We can really use your help to make this event a success. **Please let me know if you would like to volunteer.** Please send an email to: [redlands.airport.association@gmail.com](mailto:redlands.airport.association@gmail.com)

### **Please Mark Your Calendars for These Other 2025 Events**

Please don't forget we have a couple of other events we are still planning to hold in 2025. Details are still being finalized and will be communicated at a later date. Here's some events you should mark your calendars to attend!

**2025 Stuff a Plane Charity Toy Drive** This is the final collection event for the charity toy drive we organize annually to benefit the Salvation Army San Bernardino Corps. This year the event will be held on December 6, 2025

**2025 RAA Holiday Party** – This is our annual holiday party for RAA members and their guests. It will be held at Millcreek Restaurant in Mentone on December 12, 2025 @ 6:30 PM.



## The Latest Updates on SoCal Airports

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

**Banning, KBNG** – On December 12, 2023, the City of Banning executed an Exclusive Negotiating Agreement with Hillwood Development. The 5-year agreement binds the city to negotiate with the developer on an exclusive basis. In return, the developer paid the city of Banning \$250k initially for costs related to preparing CEQA, land lease and entitlement documents. The agreement also requires the developer to pay another \$250k annually for the term of the agreement. It is not known how much Hillwood has paid the city. The Exclusive Negotiating Agreement between Banning and Hillwood Development executed on December 12, 2023, could expose the city to liability if they change course on closing the airport.

Since then, the city fired the city manager responsible for the closure plan and voters elected 3 council members that indicated, prior to their election, they were open to keeping the airport open. Unfortunately, irrespective of the staff and council changes, Hillwood Development is still very interested in developing the property. On June 5<sup>th</sup>, the city held a special council meeting to listen to a presentation made by Industrial Enterprises, LLC (a Hillwood Company) about developing the airport property. On June 10<sup>th</sup> in the closed session, a potential lease between the city and Industrial Enterprises LLC will be discussed. Banning Airport is very much still under threat of closure.

**Long Beach, KLGB** – In April, the FAA implemented the Surface Awareness Initiative Display system (SAIDs) at 76 airports with control towers. SAID was implemented at KLGB for increased situational awareness of ADS-B equipped aircraft and vehicles in the vicinity of or on the airport surface area. There are three displays of SAID live feed in the KLGB tower. Because this system depends on your ADS-B, please make sure it is on and operational before you begin your taxi. ADS-B settings should match your call sign. These expectations also apply to helicopters.

*In the latest KLGB ATC Newsletter pilots were cautioned regarding staffing shortages at KLGB. The newsletter states "As it is a common theme across the industry, FAA nationwide has an ongoing ATC staffing shortage and LGB is no exception. We will be seeing a reduced workforce during this summer as we have several controllers on paternal leave. Many controllers are working overtime to dampen the effect of this, but sometimes the following changes or combination of will be inevitable:*

- *Limited pattern operations*
- *Suspended pattern operations*
- *No VOR approaches*
- *No practice approaches into RWY30*
- *Denial of VFR flight following*
- *Delay program back into LGB on IFR flight plan"*

**Perris Valley Airport, KL65** - A developer is seeking to build a warehouse adjacent to the runway and jump landing zones for Perris Valley airport. The proposed project was scheduled for review by the Riverside Airport Land Use Commission on April 17<sup>th</sup>. Public comments were accepted. RAA President, Ted Gablin, submitted a letter in opposition of the project. Others that submitted letters in opposition included Pat Conatser one of the principals of

Perris Valley Airport, and John Goldenbaum, Tom Wathen Center CEO and former Riverside County ALUC commissioner. In the end the ALUC voted 4-3 in favor of the developer. The next review comes from the City of Perris. This airport generates considerable revenue for Perris. Let's keep our fingers crossed.

**Santa Monica, KSMO** - Sling Pilot Academy had their Santa Monica grand opening in April. Sling Pilot Academy are advertising "the next generation of aerospace innovation enabling the next-generation in modern, community-compatible flight training."

On June 4<sup>th</sup> the Santa Monica Mirror published an article entitled "Design Options Emerge for Santa Monica Airport Conversion into Public Park" The article claims 4,984 community survey responses show a strong preference for pedestrian- and cyclist-friendly designs, integrated water systems, and a balance of passive and active uses - As the Santa Monica Airport prepares to close on December 31, 2028, the city is unveiling three distinct design scenarios to transform its nearly 200-acre site into a sprawling public park, with community input shaping the future of the space.

**Torrance, KTOA**- On June 3, 2025, the Torrance City Council voted 5-0 to approve a \$710,600 project with Royal Electric of Sacramento for site preparation for an Automated Weather Observing System (AWOS). The contract is for a one-year period beginning June 3, 2025, and ending June 2, 2026. Kane Construction Services, Inc., will manage the project. The project is funded entirely by the city, but the FAA will have final approval of the operational date once construction, frequencies and connection to the FAA equipment is completed and approved. An AWOS installation was originally recommended to the city council in a letter from the Torrance Airport Association on January 18, 2021.

On June 17, 2025, the Torrance City Council will consider an ordinance to relax its recent ban on airport operations. This is not a removal of the ban on certain flight operations, but a less restrictive ban. These changes came about as a result of a lawsuit filed by the Zamperini Airfield Preservation Society (ZAPS) to remove all of the restrictions on aircraft operations, based on the FAA's exclusive authority to regulate these activities. If the council approves the new ordinance, the changes will go into effect 30 days after approval. If the Council does NOT approve this change, the lawsuit by the Zamperini Airfield Preservation Society (ZAPS) will continue, seeking to remove all aircraft operation restrictions at the airport.

**Van Nuys, KVNY**- As we reported in our March newsletter, the airport sponsor, Los Angeles World Airports (LAWA), is proposing new landing fees for general aviation operations at Van Nuys Airport. LAWA presented the proposal on landing fees at the Van Nuys Airport Association meeting on April 1<sup>st</sup>. Public comments were solicited.

On June 5<sup>th</sup> LAWA scheduled another public meeting and proposed landing fees that were almost double the fees proposed in April. Comments were submitted by AOPA, National Business Aviation Association (NBAA), Vertical Aviation Industry (VAI), and CalPilots opposing the fees and citing among other concerns that inconsistent and incomplete budget assumptions were used to develop the fees. Apparently, the comments made had impact. At their June 5<sup>th</sup> meeting LAWA commissioners announced they would defer voting on the new fees citing the need for greater transparency stakeholder input and collaboration.

**Whiteman, KWHF** – Going to Whiteman Airport? Be prepared for a busy traffic pattern. Runway 16 Left at Van Nuys airport is being completely replaced, and Runway 16 Right has been shortened while it continues to undergo replacement. A WHP pilot shared that as a result, the 19 flight schools at Van Nuys are using Whiteman to do their pattern work. This has created a burden on Whiteman tenants including Vista Aviation and Glendale Community College. The congestion should ease by July, when they have finished the work on KVNY Rwy 16 Left.

# Verbal Communications

By RAA Safety Officer Larry Rice



Verbal communication is extremely easy and always works in our lives. Right? .... **WRONG!!!**

We use communication in our everyday lives both personal and professional. We also use communications on every airplane flight in one form or another. Aviation communications can be non-verbal such as hand signals, light gun signals and oh yes, runway signage and painted lines. They could also be verbal communications such as radio communications.

Without much thinking, we have been trained to know the non-verbal aviation communication messages. These non-verbal forms of communication have been created to provide clear expectations of performance between pilots, ground crews, and air traffic controllers. They have been designed with safety as the number one concern. As pilots we are expected/required to know and understand all of these communications.

The verbal communications that we use on most every flight are “radio communications.” Two things are needed for radio communication to work and get results. We must have a speaker (someone talking) and an active listener (someone being attentive to the listener) to get results and solve problems. I view the radio communication relationship between the pilot and air traffic controller similar to communications among married people. The speaker being air traffic control (aka wife) and the listener, the pilot (aka husband). These roles can reverse many times during radio communications. No one is in charge! The speaker and listener must always work as a team! We all must be professional and understand that we all have bad days and communications suffer. I sincerely hope that pilots and controllers do not have a bad day on the same day.

How do we make verbal communications work so well for us in aviation? We have several tools to help us. We have our aviation phonetic alphabet, we use common phraseology, and we have communications procedures. These tools are listed in the AIM (Aeronautical Information Manual, not the Airman Information manual). Most of us think of the AIM as a “suggested” document of information, however some portions of this document are part of Title 14 CFR (regulations). By following the AIM we certainly will enhance our communications between pilots and ATC and most certainly our safety will improve!

The following are excerpts from the AIM that we may have read at one time, **but are worth reviewing**, and applied when we fly.

## **AIM Chapter 4, Section 2 Radio Communications Phraseology and Techniques**

### **4-2-1 General**

- a. *Radio communications are a critical link in the ATC system. The link can be a strong bond between pilot and controller, or it can be broken with surprising speed and disastrous results.*
- b. *The single, most important thought in pilot-controller communications is understanding. It is essential, therefore, that pilots acknowledge each radio communication with ATC by using the appropriate aircraft call sign. Brevity is important, and contacts should be kept as brief as possible, but controllers must know what you want to do before they can properly carry out their control duties. And you, the pilot, must know exactly what the controller wants you to do. Since concise phraseology may not always be adequate, use whatever words are necessary to get your message across. Pilots are to maintain vigilance in monitoring air traffic control radio communications*

frequencies for potential traffic conflicts with their aircraft especially when operating on an active runway and/or when conducting a final approach to landing.

- c. All pilots will find the Pilot/Controller Glossary very helpful in learning what certain words or phrases mean. **Good phraseology enhances safety and is the mark of a professional pilot. Jargon, chatter, and “CB” slang have no place in ATC communications.** The Pilot/Controller Glossary is the same glossary used in FAA Order JO 7110.65, Air Traffic Control. We recommend that it be studied and reviewed from time to time to sharpen your communication skills.

#### 4-2-2 Radio Technique

- a. **Listen** before you transmit. Many times you can get the information you want through [ATIS](#) or by monitoring the frequency. Except for a few situations where some frequency overlap occurs, if you hear someone else talking, the keying of your transmitter will be futile, and you will probably jam their receivers causing them to repeat their call. If you have just changed frequencies, pause, listen, and make sure the frequency is clear.
- b. **Think** before keying your transmitter. Know what you want to say and if it is lengthy, e.g., a flight plan or IFR position report, jot it down.
- c. The microphone should be very close to your lips and after pressing the mike button, a slight pause may be necessary to be sure the first word is transmitted. Speak in a normal, conversational tone.
- d. When you release the button, wait a few seconds before calling again. The controller or [FSS](#) specialist may be jotting down your number, looking for your flight plan, transmitting on a different frequency, or selecting the transmitter for your frequency.
- e. Be alert to the **sounds or the lack of sounds** in your receiver. Check your volume, recheck your frequency, **and make sure that your microphone is not stuck in the transmit position.** Frequency blockage can, and has, occurred for extended periods of time due to unintentional transmitter operation. This type of interference is commonly referred to as a “stuck mike,” and controllers may refer to it in this manner when attempting to assign an alternate frequency. If the assigned frequency is completely blocked by this type of interference, use the procedures described for enroute IFR radio frequency outage to establish or reestablish communications with ATC.
- f. Be sure that you are within the performance range of your radio equipment and the ground station equipment. Remote radio sites do not always transmit and receive on all of a facility’s available frequencies, particularly with regard to VOR sites where you can hear but not reach a ground station’s receiver. Remember that higher altitudes increase the range of VHF “line of sight” communications.

#### 4-2-3 Contact Procedures

- a. **Initial Contact.**
  1. The terms initial contact or initial callup means the first radio call you make to a given facility or the first call to a different controller or [FSS](#) specialist within a facility. Use the following format:
    - a. Name of the facility being called;
    - b. Your full aircraft identification as filed in the flight plan or as discussed in paragraph 4-2-4, Aircraft Call Signs;
    - c. When operating on an airport surface, state your position.
    - d. The type of message to follow or your request if it is short; and
    - e. The word “Over” if required.
  2. If radio reception is reasonably assured, inclusion of your request, your position or altitude, and the phrase “([ATIS](#)) Information Charlie received” in the initial contact helps decrease radio frequency congestion. Use discretion; **do not overload the controller with information**



*unnneeded or superfluous. If you do not get a response from the ground station, recheck your radios or use another transmitter, but keep the next contact short.*

3. *facilities can transmit on several VOR stations in the area. Use the appropriate [FSS](#) call sign as indicated on charts.*
4. *If the chart indicates [FSS](#) frequencies above the VORTAC or in the [FSS](#) communications boxes, transmit or receive on those frequencies nearest your location.*

**c. Subsequent Contacts and Responses to Callup from a Ground Facility.**

*Use the same format as used for the initial contact except you should state your message or request with the callup in one transmission. The ground station name and the word "Over" may be omitted if the message requires an obvious reply and there is no possibility for misunderstandings. You should acknowledge all callups or clearances unless the controller or [FSS](#) specialist advises otherwise. There are some occasions when controllers must issue time-critical instructions to other aircraft, and they may be in a position to observe your response, either visually or on radar. If the situation demands your response, take appropriate action or immediately advise the facility of any problem. Acknowledge with your aircraft identification, either at the beginning or at the end of your transmission, and one of the words "Wilco," "Roger," "Affirmative," "Negative," or other appropriate remarks, e.g., "PIPER TWO ONE FOUR LIMA, ROGER." If you have been receiving services, e.g., VFR traffic advisories and you are leaving the area or changing frequencies, advise the ATC facility and terminate contact.*

**d. Acknowledgement of Frequency Changes.**

1. *When advised by ATC to change frequencies, acknowledge the instruction. If you select the new frequency without acknowledgement, the controller's workload is increased because there is no way of knowing whether you received the instruction or have had radio communications failure.*
2. *At times, a controller/specialist may be working a sector with multiple frequency assignments. In order to eliminate unnecessary verbiage and to free the controller/specialist for higher priority transmissions, the controller/specialist may request the pilot "(Identification), change to my frequency 134.5." This phrase should alert the pilot that the controller/specialist is only changing frequencies, not controller/specialist, and that initial callup phraseology may be abbreviated.*

**e. Compliance with Frequency Changes.**

*When instructed by ATC to change frequencies, select the new frequency as soon as possible unless instructed to make the change at a specific time, fix, or altitude. A delay in making the change could result in an untimely receipt of important information. If you are instructed to make the frequency change at a specific time, fix, or altitude, monitor the frequency you are on until reaching the specified time, fix, or altitudes unless instructed otherwise by ATC.*

#### **4-2-4 Aircraft Call Signs**

**a. Precautions in the Use of Call Signs.**

1. *Improper use of call signs can result in pilots executing a clearance intended for another aircraft. Call signs should never be abbreviated on an initial contact or at any time when other aircraft call signs have similar numbers/sounds or identical letters/number, e.g., Cessna 6132F, Cessna 1622F, Baron 123F, Cherokee 7732F, etc.*
2. *Pilots, therefore, must be certain that aircraft identification is complete and clearly identified before taking action on an ATC clearance. ATC specialists will not abbreviate call signs of air carriers or other civil aircraft having authorized call signs. ATC specialists may initiate abbreviated call signs of other aircraft by using the prefix and the last three digits/letters of*

*the aircraft identification after communications are established. The pilot may use the abbreviated call sign in subsequent contacts with the ATC specialist. When aware of similar/identical call signs, ATC specialists will take action to minimize errors by emphasizing certain numbers/letters, by repeating the entire call sign, by repeating the prefix, or by asking pilots to use a different call sign temporarily. Pilots should use the phrase "VERIFY CLEARANCE FOR (your complete call sign)" if doubt exists concerning proper identity.*

- 3. Civil aircraft pilots should state the aircraft type, model or manufacturer's name, followed by the digits/letters of the registration number. When the aircraft manufacturer's name or model is stated, the prefix "N" is dropped; e.g., Aztec Two Four Six Four Alpha.*
- 4. Air Taxi or other commercial operators not having FAA authorized call signs should prefix their normal identification with the phonetic word "Tango."*

Since we are based at KREI, non-towered airport communication procedures should be very important to all of us. Information about communications at a non-towered airport can be found in [Advisory Circular 90-66C Non-Towered Airport Flight Operations](#). Here is an excerpt from AC 90-66C.

**9.8.1 Self-Announcing.** *Self-announcing should include aircraft type to aid in identification and detection, but should not use paint schemes or color descriptions to replace the use of the aircraft call sign. For example, "MIDWEST TRAFFIC, TWIN COMMANDER FIVE ONE ROMEO FOXTROT TEN MILES NORTHEAST" or "MIDWEST TRAFFIC, FIVE ONE ROMEO FOXTROT TWIN COMMANDER TEN MILES NORTHEAST." When referring to a specific runway, pilots should use the runway number and not use the phrase "Active Runway." To help identify one airport from another when sharing the same frequency, the airport name should be spoken at the beginning and end of each self-announce transmission. Note: Refer to AIM, Chapter 4, Section 1. Pilots are reminded that the use of the phrase "ANY TRAFFIC IN THE AREA, PLEASE ADVISE" is not a recognized self-announce position and/or intention phrase and should not be used under any condition. Any traffic that is present at the time of your self-announcement that is capable of radio communications should reply without being prompted to do so.*

Most of us are aware of the concerns about airspace around Redlands Airport. As of the last RAA meeting, we heard the airspace proposal has been withdrawn and will be revised, thanks to input from users of the airspace around KREI. There are many suggestions as to what would work best to improve safety between both KSBD and KREI. One item I would like to see researched for our airport is Remote Operated Control Towers. The FAA recently ended a study for remote towers at airports like KREI. I have not seen any results of the FAA study at the two study locations in the United States. These remote towers are being used in many places very satisfactorily in other parts of the world. A remote tower is basically a location away from the airport, using FAA qualified controllers via video screens, radar and weather reporting equipment. It is simply Delta airspace. It appears to be significantly less expensive than a traditional tower and faster to implement.

Maybe the best way to increase safety at KREI is with using a Remote tower and our own Delta airspace. Whether we like it or not our airspace is going to get significantly busier with bigger aircraft. I would certainly like to be proactive and let our voices be heard to improve our safety. If we do not voice our desires, then we will get what other groups think we need.

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

## April, May and June Flykrei Flyouts

By Walt, Sherry, and Peanut

*The flykrei@gmail.com fly-outs are organized by a couple (Walt & Sherry) at Redlands Airport. They have a mailing list you can join at flykrei@gmail.com or stop by their hangar at the airport and they will share the purpose of their group flyouts. Pilots from all around the area participate with anything that flies. It's a good way to justify flying, hang out with other pilots, and just have fun."*

### April

Not all FlyKrei flyout participants are based at REI. So, the group held the Flykrei April flyout to REI. This was done so participants could enjoy the RAA's Redlands Airport Spring Fling event held on April 5th. Please see the article on page 11 of this newsletter for the Spring Fling Event Recap.

### May

The Flykrei May 2025 fly-out was planned to Chiriaco Summit Airport (L77). It was canceled due to weather.

### June

June's flyout was originally scheduled for June 7. We had to delay the fly-out for a week because of the pesky marine layer. On Saturday June 14, the clouds cooperated and a group of 9 planes and 15 people went to Chiriaco Summit. Four planes from Redlands, four from Lake Riverside and one from Bermuda Dunes. The food and service was excellent. Meeting new pilots and the usual "airplane" talk was the order of business. About 11:00 we all decided to skip the Patton Museum in exchange for a cooler flight home, still hot with an ambient in the high 90's. The flights out and back were smooth at 6500' and 7500'.



# Awards, Endorsements & Ratings

## **Walt and Sherry Ferar**

*RAA Volunteer Award*

*4/23/2025*

We have said it many times. Volunteers are the lifeblood of the RAA. We are an association of members, and we need members to volunteer to support and carry out our mission. The RAA board recently decided to recognize a couple of RAA members that have really gone above and beyond with their volunteer efforts. Here are some of the things they have done

They both organize fun flyouts for GA pilots. Walt and Sherry have been planning these flyouts for a couple of years now and they have grown in popularity. They are well attended by not only KREI pilots, but other pilots based in California. Walt made some emergency repairs (with city permission) to our Super AWOS at our Spring Fling event. A stuck wind direction vane was reporting wind direction incorrectly creating a safety hazard for pilots landing at KREI. Walt and Sherry almost always volunteer to help at RAA events. They take photos, help set up, and clean up, and greet guests that arrive. They are true airport advocates. We appreciate Walt and Sherry's help!

The RAA has recognized their efforts by presenting both Walt and Sherry with Certificates of Appreciation and a gift card for a date night dinner. ***Thank you!***



## **Philip Ensley**

*Airline Transport Pilot (ATP) Certificate*

*5/1/2025*

Flight Safety international  
Wichita, KS

Phil is an REI homeboy. He has been hanging around our airport since he was 3. He earned almost all of his ratings at REI. He is currently flying as an upgraded Captain for Advanced Air. He is type rated to fly a King Air 300 Series (BE 300) ***Congratulations Phil!***



## **Wayne Reid**

*Commercial Pilot Certificate*

5/7/2025

CFI Brandon Weber

DPE Kevin Rothfus

Wayne is another REI homeboy. He too has been hanging at our airport from an early age. He has decided to pursue a flying career. A commercial certificate allows him to be paid to fly while building hours necessary for an ATP Certificate. **Wayne, you're on your way!**



## **Greg Miller**

*Repairman*

*(Experimental Aircraft Builder)*

5/12/2025

FAA Inspector Christina Wall

Greg finished his beautiful Vans RV-7A last year. It was a 10-year build with all the normal life interruptions. His beautiful plane was recently painted by Corona Paint. A benefit of homebuilding after earning your airworthiness certificate is to apply and receive a Repairman Certificate which gives the builder legal authority to do all maintenance and condition inspections on their aircraft.

***Congratulations Greg on the build and certificate!***



## **Austin Crane**

*Private Pilot Certificate*

5/22/2025

CFI Doug Wolfe

DPE Joe Scarcella

Austin soloed on 2-11-2025. He has been working on his private pilot certificate since that date. We hear he is going to pursue a flying career. **Austin, congratulations!**

## **Doug Wolfe**

*Certified Flight Instructor-  
Instrument (CFII)*

6/13/2025

DPE Norm Robinson

Doug was already a CFI, but he hit the books once again to add the instrument rating to his flight instructor certification. When you have a CFII certificate, you are not only authorized to train other budding pilots but also approved to perform Instrument Proficiency Checks (IPCs). **Congratulations Doug!**



## **Chris Witts**

*Private Pilot*

*June 19, 2023*

*DPE Cody Reynolds*

*CFI Jim Pickens*

*Westwind Flying Club*



He is America's newest Private Pilot. He passed his check ride with Designated Pilot Examiner (DPE) Cody Reynolds at Corona Airport (KAJO). Chris's goal is to fly for Delta Airlines, where his brother is a pilot. In fact, Chris's entire family are pilots or flight attendants at that airline. Hard work and dedication to accomplishing his goal got him through the test. Congratulations, Chris and good luck in the Instrument Program at CBU!!! Recommending Instructor: **Jim Pickens**, Westwind Flying Club, Redlands Airport (KREI), Redlands, CA.





# RAA Airport Improvement Projects

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

## Wheel Chock Project

In an effort to make REI a bit friendlier to transient traffic, volunteers have completed a project to build 10 pairs of wheel chocks for use by pilots parking their aircraft on the transient ramp near the lobby. The chocks are hanging from a mounting board located on the lobby patio fence. The unfinished chocks were donated anonymously by an RAA member. The chocks were assembled and painted by CAP Cadet Squadron 411 volunteers. The mounting board was constructed by RAA treasurer Bob O'Connor. He was assisted by RAA Vice President Tony Digati who also donated the decals for the board. Jim Ott, Redlands Aviation also supported the project. Thank you to all involved!



## Compass Rose Project

Compass roses are one of the simpler methods used to calibrate aircraft compasses. This includes both the old-style wet compass and the newer fluxgate magnetometer compasses. The REI west ramp slurry coat project in 2024 improved the pavement on the west ramp but unfortunately, the coating was applied over a compass rose that exited just northwest of the Coyote Hangar complex. In our March newsletter we announced that the RAA is sponsoring a volunteer project to paint a new compass rose. The compass rose will be orientated to magnetic north and will include 12 points. The San Gabriel Valley (SGV) Chapter of the 99's will be the lead group to paint our new compass rose and they will be supported by volunteers from our airport and possibly another 99 chapter. The 99's are an international female pilot group that have been volunteering to perform "airmarking" of airport names and compass roses as far back as 1935.

So where are we on the project? We proposed a location to the Airport Advisory board at their April 17<sup>th</sup> meeting. They recommended approval of the project. City staff issued an approval letter for the project to the SGV 99's on May 6<sup>th</sup>. The SGV 99's had their May member meeting on May 15<sup>th</sup>. As the onset of summer heat is not helpful for a

painting project on an airport ramp, they have decided to postpone painting the rose until the fall. We have scheduled the compass rose painting at REI for October 16 -19 with an inclement weather date of October 23-26.

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



The 99's require magnetic north to be surveyed at the location of the compass rose. An REI airport tenant, Steve Leja, who is a surveyor, has volunteered his time to perform the survey at no cost to the RAA. The RAA will provide paint, painting supplies, volunteers, food and drinks. The project is estimated to cost \$1500.

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



# RAA Membership and Annual Dues

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

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

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

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

**Annual RAA Member Dues** – It is 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. If you have changed your contact information just let us know by email.

You can pay your dues through Zelle by sending your payment to our email: [redlands.airport.association@gmail.com](mailto:redlands.airport.association@gmail.com)  
Or, as a last resort, mail a check for \$10 payable to Redlands Airport Association. Our address is:  
Redlands Airport Association  
1745 Sessums Dr. Ste. 1  
Redlands, CA 92374-1907

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



## RAA Classified Ads & Advertising

you're invited to a GASPPS **GARMIN.**  
pilot event at our Redlands hangar on August 9th, 2025.

# RSVP TODAY

AND ENTER TO WIN A GARMIN D2 AIR WATCH\*  
MUST BE PRESENT AT KREI TO WIN RAFFLE: 010-02496-09.



**GASPPS INC** invites you to our open day event and display of aircraft, avionics, helicopters and GARMIN equipment. Interact with official Garmin representatives and Garmin trained technicians and staff, all in one day here at GASPPS INC - **August 9th 2025.**

Limited spots are available so please use the QR code above to respond and secure your spot. Fly-in or drive in, all welcome. Notable events during the day will be:

- Garmin Presentation @ 10:30am
- B-25 Flyover
- Custom Panel and CNC Demos
- AH-1 Cobra Helicopter
- UH-1 Super Huey Helicopter
- MD500C Helicopter w/ Custom Panel
- Garmin Booth Display
- Garmin Staff and Technicians
- BBQ Food & Refreshments
- FREE Swag Bags to the first 50 to arrive!

1795 Sessums Dr.  
Redlands, CA 92374  
Hours: 9am - 5pm M-F  
gaspps.com  
KREI | Redlands Municipal Airport



For additional details and to RSVP go to: <https://gaspps.com/open-day/>

### High Performance Helicopters

Aerial Firefighting ,Heavy Lift, Aerial Crane,  
Construction & Transportation Service

1671 Sessums Dr.

888-447-4354

[Website](#)



### Learn to Fly LLC, a Nextgen Company

Flight Instruction & Aircraft Rentals

1745 Sessums Dr Unit 160

833-777-3500

[Website](#)



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

## Redlands Airport Association

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

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

On the web:

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



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

## Upcoming Airport Events

National Aviation Day Fly-In – August 16, 2024

Stuff A Plane Toy Drive - December 6, 2025

RAA Holiday Party - (Members only) December 12<sup>th</sup> 6:30 pm

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

## 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 most months at 6:00 pm. They go dark in July and December. Meetings are held usually in the Redlands City Council Chambers and occasionally, the airport public lobby.

## About Our Organization...

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

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



**REDLANDS MUNI** (REI)(KREI) 2 NE UTC-8(-7DT) N34°05.12' W117°08.78'  
1574 B TPA—See Remarks NOTAM FILE RAL  
RWY 08-26: H4504X75 (ASPH) S-12.5 MIRL 2.3% up E  
RWY 08: REIL PAPI(P2L)—GA 3.0° TCH 40'. Fence.  
RWY 26: REIL Trees. Rgt ttc.  
SERVICE: S4 FUEL 100LL QX 1, 2 LGT ACTIVATE REIL Rwy 08 and 26; PAPI Rwy 08; MIRL Rwy 08-26—CTAF.  
NOISE: Avoid noise sensitive areas S of arpt.  
AIRPORT REMARKS: Attended 1600-0100Z. Self serve 100LL fuel avbl 24-7. Coyotes and waterfowl on and in/ov arpt. TPA — 2503 (929) for fixed wing acft, N side of Rwy 08-26; 2074(500) for helicopter, S side of Rwy 08-26. Rmn vigilant to see and avoid lrg and hvy acft w/ 5 NM of REI and on sbd Rwy 24 apch w/ 1.5 NM east thru north of rwy; ctn wake turb. Actvly mnt REI CTAF and, if poss, sbd on 119.45. Opr transponder and ADS-B out strongly encouraged. Aerobatic act NE of arpt from 3500 ft MSL to 7500 ft MSL; see Special Notice—Aerobatic Operations Northeast of Redlands, CA.  
AIRPORT MANAGER: 909-557-8520  
COMMUNICATIONS: CTAF/MUNICOM 123.05 (3 clicks for wx and adzy, 4 clicks for radio check.)  
Ⓡ SOCIAL APP/DEP COM 127.0 (North-NE)  
CLEARANCE DELIVERY PHONE: For CD etc SoCal Apch at 800-448-3724.  
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

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



Not for Navigation