



9-30-25

Volume 12, Issue 3

# Redlands Airport Association

## Chapter of California Pilots Association

### Newsletter

#### The Mission of the RAA

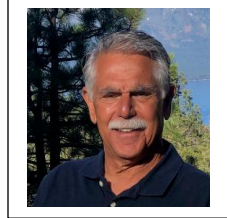
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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

#### Highlights:

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## Observations & Comments

By RAA President Ted Gablin



Did any of you attend the EAA webinar in August regarding MOSAIC? They had almost 3000 attendees on the webinar. The EAA has been the primary advocate for MOSAIC for at least 10 years. MOSAIC stands for *Modernization of Special Airworthiness Certification*. The new rules update privileges for sport pilots and light sport aircraft (LSA) certification.

The sport pilot updates go into effect 10/22/2025 and may get more people interested in flying. You will still be able to meet medical requirements for flying LSA's by holding a valid U.S. driver's license or obtaining an FAA third-class medical certificate. But updates to sport pilot privileges will now allow operation of aircraft that have a clean stall speed of 59kts irrespective of weight. The aircraft can have 4 seats, but sport pilots can only have 1 passenger. They can now be endorsed to fly aircraft at night, constant speed props, retractable landing gear and with engines over 200hp. If you haven't figured it out yet, the new updates allow many of today's certified airplanes to be flown by sport pilots. Sport pilots can operate under VFR only and are limited to flying no higher than 10,000' MSL.

The best part of MOSAIC, in my opinion, goes into effect on July 24, 2026. That is when the new LSA certification standards go into effect. They will now allow new factory built LSA's to be certified through ASTM standards just like the existing LSA's today. This should reduce new aircraft prices. Existing FAA aircraft certification is extremely costly and hinder the development of new aircraft designs. These new LSA's will not be limited to 1320 lbs. anymore. They must have dirty stall speed of 61 kts. Also gone is the 120kt speed limitation. Under the new rules they are limited to 250 kts. They can have constant speed props, retractable gear, and have more than 1 engine (it does not have to be a piston engine). Kit built experimental light sport versions of these aircraft are still permitted. IFR ASTM standards for factory built LSA's are still under development and is why these certifications rules are not yet in effect.

The EAA, industry representatives, and regulators that developed and approved these new rules recognize that kit built experimental aircraft have been most of the growth in the general aviation fleet. Under the new MOSAIC rules, many of today's kit-built aircraft may be available as completed factory-built aircraft. That is very good news as not everyone wants to build their dream aircraft. MOSAIC has the potential to make new modern and less expensive aircraft available to pilots. ***That is great news!***

# Airport Updates

## Status of REI Airport Maintenance & Grant Projects

Our new airport supervisor, Ted Richardson, has been busy dealing with airport maintenance issues. REI's on both runways are repaired. If you haven't noticed, weed abatement looks much better. Ted R. shared he is still working on securing the California Conservation Corp (CCC) to clear vegetation past the fence. This is something the FAA wants as they are concerned about fires.

At our August RAA meeting, airport supervisor Ted R. shared:

- He is working with the FAA on a consultant for airport services to get the wash rack project initiated. It will take some time and will probably be a two-year project.
- The west ramp near the runway 8 runup area will be striped for helicopter parking.
- There have been discussions of getting a PAPI for runway 26.
- The airport security cameras will be getting tied into the city's camera system. Existing system equipment for cameras and the gate are currently located on the beacon tower. They will be moved into Ted's office or the lobby closet for ease of access and maintenance.
- The city has a new landscape contractor. Brightview Landscapes will be performing weed abatement weekly at REI as well as working on maintenance issues.
- Burned out threshold lights are being replaced.
- He has completed replacing most of the faded runway sign panels etc.
- The city has a tree division, and they will be coming to remove all the trees and palms in the culvert on the west ramp.
- Caltrans visited REI and performed an airport inspection on Monday 8/24, and REI received a perfect score. Caltrans has approved the REI airport permit for renewal. This renewal is necessary to obtain state aviation grants.

## Coyote Aviation Update

Gil Brown shared that Redlands Assistant City Manager, Chris Boatman, was deposed on Wednesday, 8-13. Once again, a scheduling conflict with the stenographer shortened the deposition. Boatman's deposition will be rescheduled. Redlands Director of Facilities and Community Services, Tabitha Crocker, was deposed on Thursday, 8-14.

Gil has revised and shortened his video "The Coyote Aviation Story" on YouTube. He created this video to document the challenges and successes of building his hangar facility at REI. Former Redlands City Councilman and then-Redlands Mayor Pro Tem Gary George is in the video and if you get a chance to watch this (its 53 minutes long) please listen to what the councilmember says about the project at the groundbreaking ceremony. Coyote did receive significant encouragement and support from the Redlands City Council from 2000-2005. Here is a link to the video: [https://youtu.be/Y8u\\_VJS7nE8?feature=shared](https://youtu.be/Y8u_VJS7nE8?feature=shared)

Gil asked us to share the following statement to his supporters: ***"Building our hangar complex at Redlands Municipal Airport in 2001 was a dream-come-true. It was facilitated then by Redlands staff and City Council members who recognized the value of promoting local small businesses like Coyote Aviation. Carol and I are weary of the years-long battle and of the City's intransigence and moral principles, but we remain absolutely committed to protecting the rights and investments of our Coyote Aviation family."***

The Coyote Aviation vs City of Redlands trial is currently scheduled to begin on March 26, 2026.

**Redlands Airport Advisory Board (AAB) Has Not Met Since April**

The AAB has not had a meeting since April. The May AAB meeting was cancelled because they did not have the necessary quorum of board members. The June meeting was not held because the scheduled date for the meeting fell on a city holiday. The July meeting was not held because the board voted in 2024 to have March, July, and December meetings go dark. The August meeting was also cancelled due to a lack of quorum of board members. The September 18th AAB meeting was cancelled without explanation. A single special meeting was scheduled on 9-22-25, but it was cancelled too. We heard once again that the board did not have a quorum. We do have a couple of AAB members that do attend RAA meetings, and they have expressed frustration regarding the cancelled meetings.

**Compass Rose Project Update**

The San Gabriel Valley Chapter of the 99's are planning to come out to our airport on October 16-19 to paint the compass rose. If we have a weather event they have planned October 23-26 as an alternate date. We will have some work to do before then. Magnetic survey needs to be completed. We also need to wash that area of the ramp before we paint. We have purchased most of the supplies for the project. The compass rose will be an attractive and functional improvement for REI.

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

Karl Grove and Rick Pennington, co-owners of GASPPPS hosted an open house and Garmin pilot event on August 9<sup>th</sup>. They have built a first-class maintenance, repair and overhaul (MRO) facility at REI and recently became a Garmin authorized dealer and installer. So, they decided to have an open house to show off their facility to the aviation community. This was held 8-9-25 from 9am -2pm.



A Garmin representative was at the event making presentations on Garmin avionics. Those that registered for the presentation were entered in a drawing to win a Garmin D2 Air Watch. The watch was awarded at the end of the event to a visiting pilot.

The GASPPS hangar was decked out smartly with aircraft, avionics, helicopters, and Garmin equipment. A Garmin representative put on a demonstration of their equipment and was able to answer many questions from the guests. Guests were given tours of the GASPPS facility. REI flight school, Learn to Fly Redlands, had a representative present to share information about their flight school and a BBQ lunch for guests was prepared by RAA volunteers. The event was well attended. Karl and Rick shared they had about 70 people in attendance.

It was an extremely hot day at 102 deg. In spite of the heat, eight RAA members and our airport supervisor volunteered to BBQ burgers, hot dogs, and hot links. We were told by some of the guests that the burgers were the best they have ever had. Karl and Rick reimbursed the RAA for the food and supplies we purchased for the event. GASPPS also made a generous \$265 donation to the RAA.

Supporting our airport businesses like GASPPS is important. Karl's and Rick's investment to build a first-class avionics shop and MRO is appreciated. Having a facility of this nature at REI is a huge benefit to aircraft owners in the area. In addition to staff A&P's, and avionics technicians, GASPPS also occasionally hires worthy A&P school students. This gives the students an opportunity to get some valuable on the job maintenance experience.

## **The 2025 REI Plane or Treat Event is a Go!**

At the August RAA meeting, we heard the city would not be sponsoring the Plane or Treat Halloween event at REI this year. We were told the city's risk management department had concerns regarding liability associated with the event. This is a highly popular event in the community. The airport is a great venue to hold a safe trick or treat event. Seeing airplanes and pilots while getting Halloween treats has been a big hit at REI. Thousands attended the airport at the three previous events at the airport.

An RAA member shared a Facebook post on a popular Facebook group expressing disappointment about the cancellation of the event. There were many comments from Redlands constituents expressing disappointment. Apparently, liability concerns were not thoroughly discussed adequately with city leadership, and a day later we heard the event will be held again this year.

Plane or Treat 2025 will be held on Sunday, October 26, 2025, from 3pm to 6pm. Aircraft owners that wish to participate will need to provide the city with a Certificate of Insurance for their aircraft and it will need to show the City of Redlands as additional insured. We are hearing there will be a limit of 20 aircraft that can exhibit due to space constraints. In 2024, there were 18 aircraft on display. Additional details will be shared with RAA members as they become available.

## **Beware Drivers Under the Influence on Sessums Drive**

On July 24<sup>th</sup> two individuals suspected to be under the influence drove at high speed westbound on Sessums Drive mid- afternoon. They lost control of their vehicle and went airborne after hitting the driveway ramp for the Redlands Hangar Owners Association complex. The vehicle landed hard enough to deploy airbags. RAA member, Tom Jones, witnessed the accident, called 911, and asked the individuals if they wanted help while on the phone with the police dispatcher. One of the individuals assaulted Tom by pushing him down. He hit the back of his head requiring 4 staples. They also threw his phone over the fence. The dispatcher, still on the line, heard the commotion and dispatched the police. Both individuals were arrested.

This is not the first incident at REI with impaired drivers causing accidents on Sessums Drive adjacent to the airport. There has been major building damage in the Redlands Hangar Owners Association complex on at least two occasions caused by drivers under the influence losing control of their vehicles. We do have a popular brewery across from the airport, and sometimes patrons overindulge. Please be vigilant when traveling near the airport. If you see someone driving erratically, dial 911.

## **Ontario (ONT) Class C Airspace Change in the Works**

The FAA is proposing to modify the existing ONT Class C airspace near Chino Airport (CNO) to better accommodate the north traffic pattern at CNO and aircraft on approach to CNO Rwy 26R. The existing carve-out in the ONT Class C near CNO has created confusion for pilots flying into CNO and using Rwy 26R and has led to some unpredictable flight tracks when the pilot realizes that Ontario's Class C airspace is directly ahead.

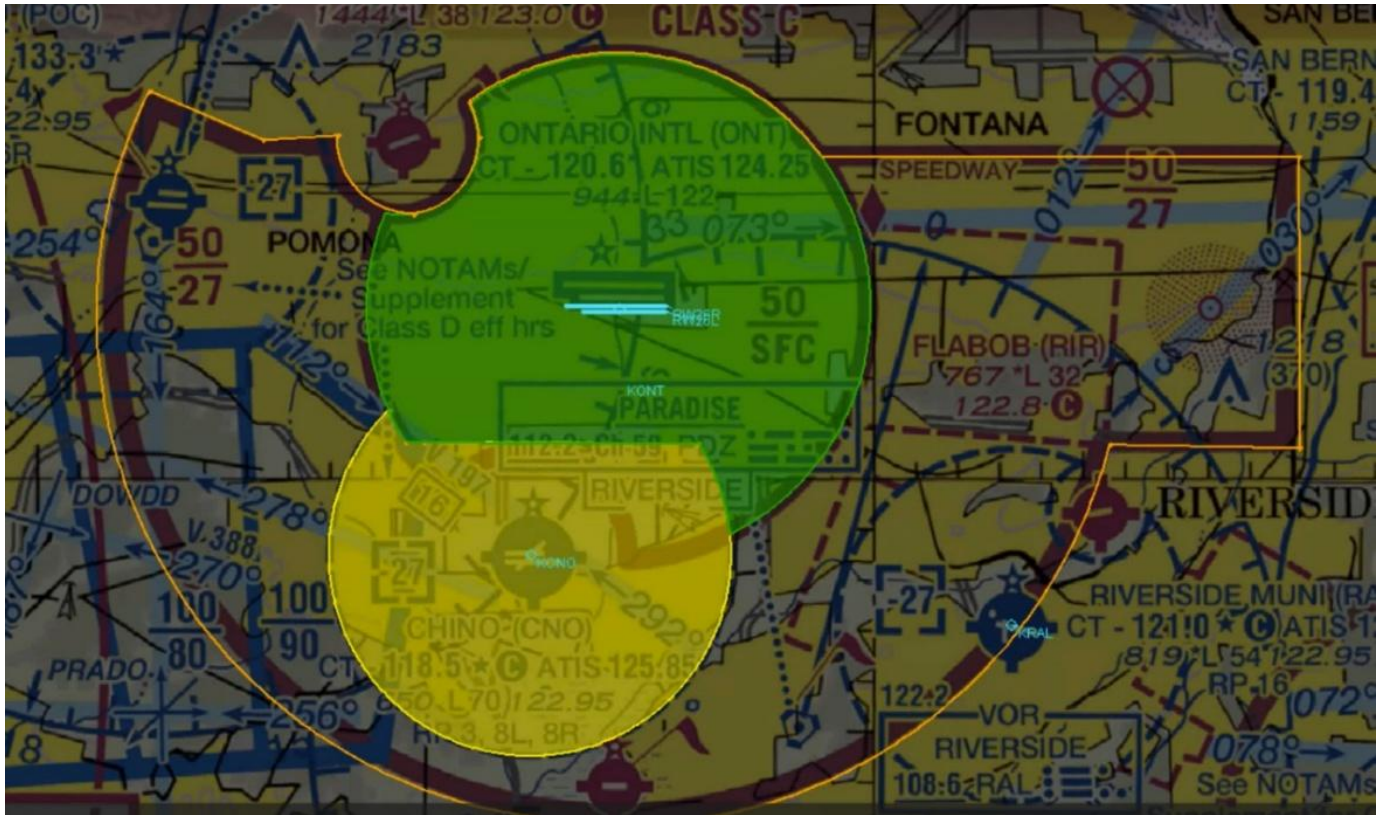
Currently, inadvertent incursions into the airspace in this area are permitted by an agreement between ONT and CNO. There is an active [Letter to Airmen, LTA-CNO-7](#) published that discusses the problem and the permitted incursions in the ONT Class C. This LTA is in effect only when the aircraft involved is in contact with Chino Tower. Unfortunately, many pilots are not aware of the LTA. The proposed change to the ONT Class C would help resolve these issues and replace the LTA that many pilots are not aware exists.

On August 20<sup>th</sup>, an invitation was sent out from Southern California Airspace Users Working Group (SCAUWG) to local FAA Safety Team members for a Zoom Meeting regarding this proposed ONT Class C modification. This meeting was



held to start the process to create an AdHoc committee to review the proposed modification to the ONT Class C. Panelists will discuss this proposed change, and a committee will gather committee comments on the proposal.

The proposal trims the Class C to the surface on the south side of ONT to a new boundary that basically follows Chino Ave. RAA member, Tom Jones has volunteered to participate in this AdHoc committee. A preliminary illustration of the proposal is copied below.



### **Swift Fuels Progresses on Development of 100 Octane Unleaded Aviation Fuel**

(By EAA Staff on 9-11-25) Swift Fuels continues development of its 100R unleaded aviation gasoline. On September 4, 2025, they [announced](#) the successful outcome of the voting results for their ASTM International Production Specification. This is a significant milestone in bringing this fuel to market.

Swift, in the announcement, states, “This is the culmination of several years of dedicated research by the team from Swift Fuels working in collaboration with FAA and numerous OEMs from Lycoming, Continental Aerospace, Rotax, Textron Aviation, Piper, and others, plus testing laboratories and various aviation part suppliers.” It follows the September 2024 FAA issuance of Supplemental Type Certificates (STC) to Swift for the Cessna 172 R and S models with the Lycoming IO-360-L2A engine. The announcement goes on to say that, “As of today, 5 US flight schools utilize 100R as well as 5 flight schools in the EU (Germany, Belgium, Austria, and the Netherlands).” Swift has indicated that they are working with the FAA to expand the approval of 100R to additional engines and airframes.

Swift Fuels already holds an STC for the use of 94 octane aviation gasoline (UL94). It is approved for aircraft requiring lower octane fuels. This fuel is currently produced and supplied by Swift Fuels in accordance with an ASTM Production Specification.

# FAA Shares Plans for a Revised SBD Airspace Proposal

By RAA President Ted Gablin

We have shared that a revised airspace proposal was in the works for SBD since April, but we didn't have any specifics. We now have some details of what the FAA is planning. On August 1<sup>st</sup>, the FAA emailed a copy of their proposal to the Redlands Airport general mailbox. Ted Richardson shared the email with the RAA. Please refer to the drawing below.



Here is a summary of the proposed changes:

*Class D airspace* (depicted in orange):

- No lateral changes, but ceiling increases from 3,200' to 3,700'.

*Class E4 surface extensions* (depicted in green):

- Will extend from surface (SFC) up to 700'. Above 700', Riverside Class E exists outside of ONT Charlie.
- Aircraft in these E4 extensions must comply with VFR weather minimums under 14 CFR § 91.155:
  - 3 NM visibility.
  - 500' below, 1,000' above, 2,000' horizontal from clouds.
- No requirement for aircraft in Class E extensions to communicate with SBD Tower.
- No SVFR is available in Class E extensions.
- Class E extensions do not prohibit paragliding or glider operations in the same way as true surface Class E
- Class E airspace exists at all times, regardless of whether the control tower at SBD is open or closed.

We are trying to determine impacts of the proposal on firefighting helicopter operations at REI. I spoke with Brad Bauder at HP helicopter about the 3-mile visibility requirement when the proposed E4 airspace replaces the G at REI. He said he doesn't think it will be an issue, but he wanted to do some research. I also spoke with Dave Thiessen, assistant chief pilot at Siller. He too doesn't think this will be an issue. We would still like to get FAA input on this.

We are not sure if there will be any FAA outreach on the new proposal or whether another Safety Risk Management assessment will be conducted. The new proposal would need to go through the Notice of Proposed Rule Making Process, which provides another opportunity for public comment. We will keep all advised!

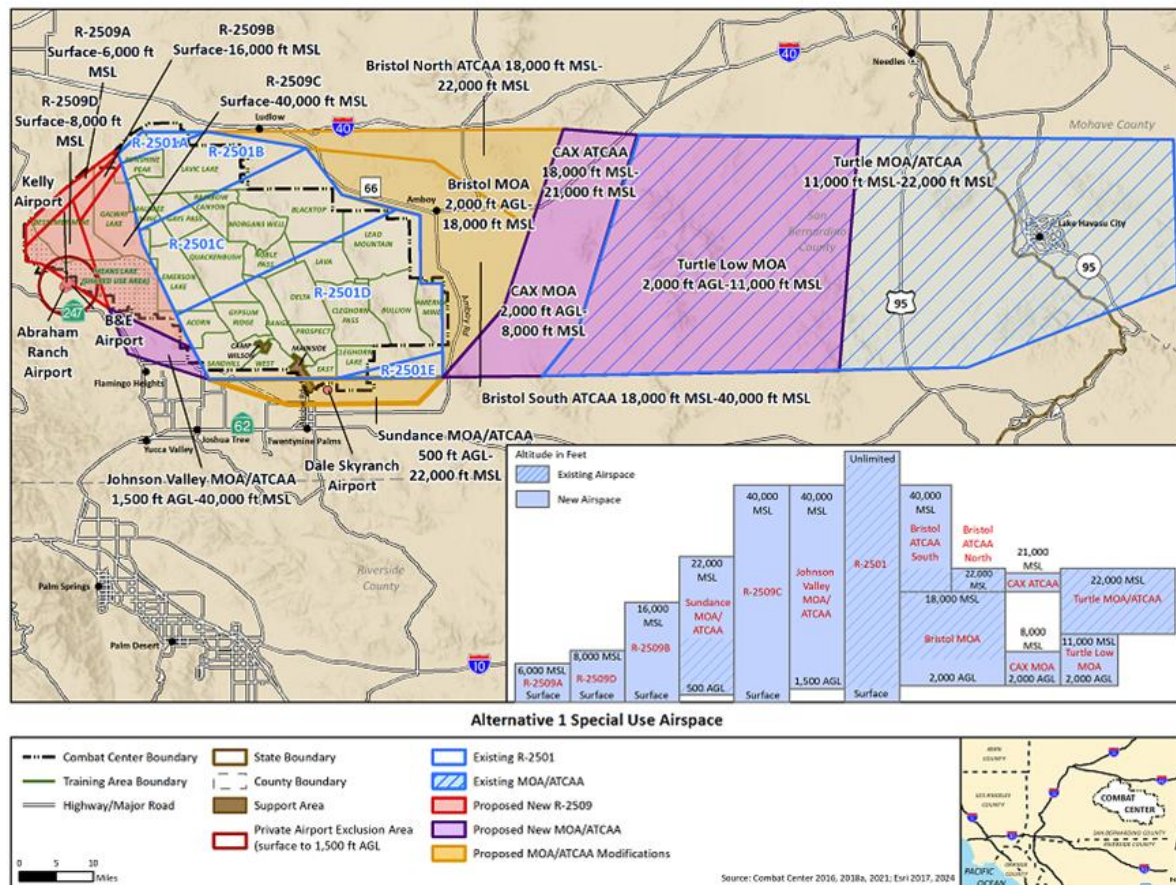


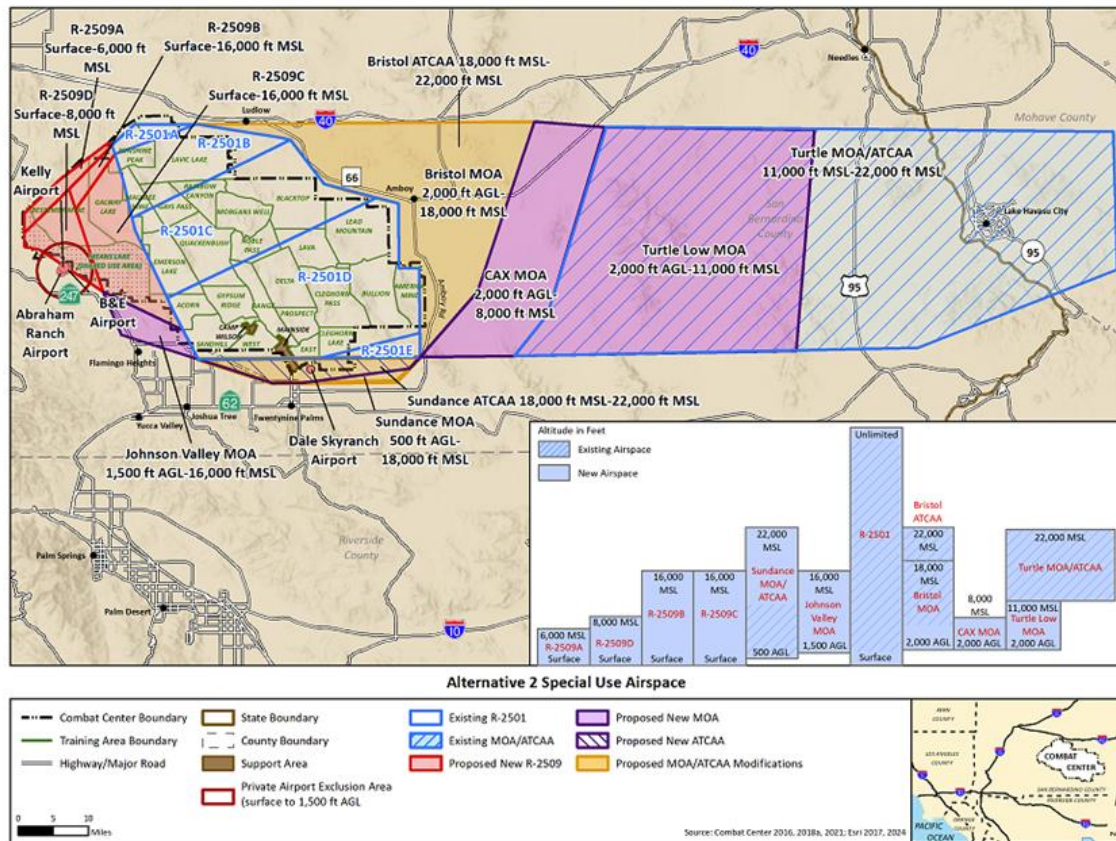
## 29 Palms Special Use Airspace Expansion Proposed

By RAA President Ted Gablin

In late August, RAA member Doug Williams, shared a Facebook post from an off-road group that tipped us off about this issue. Off-road activities are very popular in the Johnson Valley area. They have organized events including the annual "King of Hammers" event. That event brings 80,000 visitors to the area annually and generates an estimated \$34 million in revenue according to the events Facebook page. The event started around 2008 and drivers from all over the world compete. The off-road community has already been impacted by expansion of training areas around the Marine Corps Air Ground Combat Center in 29 Palms. Now they have expressed concerns about some newly proposed airspace restrictions that could jeopardize this event and off-road activities in that area. The Facebook post stated the airspace restrictions would eliminate the ability for aerial medivacs, drones, and chase aircraft to operate and that would impact public safety.

After doing some research we learned that the USMC is working on a significant expansion of their Special Use Airspace (SUA) with new restricted areas (over Johnson Valley), new military operations areas and major changes to existing MOA's. In 2020 a speaker on contract with the USMC was invited to a Redlands Chapter 845 meeting. He shared information about an expanded Controlled Firing Area at the 29 Palms base, but what is now being proposed is significantly larger than what we have heard about in 2020. The USMC has been quietly working on this for a few years now. Here is a link to the USMC site about the airspace proposal: <https://www.29palmspsua.com> Check out the two proposals and related graphics that illustrate the magnitude of what they are proposing at this site. Here are screenshots of the two alternatives being proposed:





Full details of the alternatives are on their website: <https://www.29palmspsua.com/Alternatives.aspx>

**The proposed expansion will impact the General Aviation (GA) community.** The area east and west of the existing SUA is frequently utilized by GA aircraft. The new restricted area on the west side of R2501 interferes with a VFR corridor for GA traffic going to the Las Vegas area and the Big Bear RNAV Rwy 26 approach. The proposed CAX MOA replaces a VFR corridor on the east side of the R2501 complex. The proposal will affect airlines too. There is an existing ANJLL4 STAR into the LAX Basin that already conflicts with existing altitudes in the R2501 SUA. Alternative 1 makes that conflict worse. Alternative 2 corrects that to some degree.

The USMC is in the middle of collecting public comments for the environmental assessment associated with this proposal. The deadline for submission of comments was September 15th. We reached out to AOPA, Cal Pilots and SCAUWG for assistance. We submitted comments along with the Southern California Airspace Users Working Group (SCAUWG). On the September 9<sup>th</sup> SCAUWG call, we heard CalPilots will be submitting comments and AOPA is involved in pushing back on this expansion request. There is also opposition to the airspace expansion from off-roaders, and government officials involved with GA airports in the area. On September 12<sup>th</sup>, the LA Times wrote an article about the challenges to the USMC SUA proposal. Here is a link to the article:

<https://www.latimes.com/california/story/2025-09-17/pentagon-airspace-proposal-marines-off-road>

Please keep in mind, the comments are being solicited for the environmental assessment that goes along with a request of this nature. The airspace change they are requesting will have to go through the NPRM process and there will be additional opportunities to comment.



## RAA 2025 Redlands Airport Events

By RAA Secretary Cindy Gablin



### REI National Aviation Day Pancake Breakfast Debrief – August 16th

Despite a foggy morning that deterred a few pilots, the event was a success and benefited from cooler weather compared to the previous week. Several airport businesses participated, including HP Helicopters, which displayed their Agusta helicopter; Rick from GASPPS; and Jordan from Learn to Fly LLC, all of whom set up in the lobby. Outside, Jeff Frish represented the Redlands Police Officers Association (RPOA) with a booth, and Bill Cheesman displayed his 172, formerly the Redlands police plane. Len Ingalls also brought his PT-19 Annabell for guests to enjoy.



The community turnout was excellent, with families and children arriving steadily from before 7:30 AM until the last meal was served at 10:45 AM. Out of the 100 meals planned, 87 were served.



Brooklyn Reid, with help from Walt & Sherry Ferar's granddaughters Abby & Alayna, excelled in sales, selling 27 keychains.

Financially, \$545 was collected, which included several donations, while \$214 was spent on food and supplies, resulting in a net gain of \$369 for the RAA. Remaining pancake mix, syrup, and coffee will be used for the toy drive event in December.



Gratitude is extended to everyone who assisted with setup and cleanup on Friday, and on Saturday, those that cooked, served, managed finances, marshaled, signed off historical aircraft, and sold keychains. Special thanks go to Russ Clyde for signing off aircraft for Historical Aviation Display Day, as well as Len Ingalls and Eric Paul for providing tables and chairs. Thanks, are also due to Walt Ferar and Gil Brown for taking and posting event photos, which can be found on the RAA website under this link: [8-16-25 National Aviation Day Fly-in and Pancake Breakfast](#)

## Stuff a Plane Charity Toy Drive, December 6, 2025

Once again, the RAA is organizing its annual toy drive to support The Salvation Army San Bernardino Corps. The event will take place on Saturday, December 6th, from 9 a.m. to 2 p.m. in the airport lobby and patio, with all necessary approvals secured. This year's drive will follow the successful format of previous years, with both The Salvation Army and LifeStream confirming their participation.

### SAVE THE DATE! DECEMBER 6, 2025 STUFF A PLANE! CHARITY TOY DRIVE

**BENEFITTING THE SALVATION ARMY  
SAN BERNARDINO CORPS**



**Redlands Municipal Airport Public Lobby  
9 AM - 2PM 1745 Sessums Drive, Redlands**

**Public Welcome – Come Join the Fun!**  
Guests are Requested to Donate a New Unwrapped Toy

**For More info:**



**Fly-In**

**Historical Aircraft  
Display Day**

**Exhibits**

**Guest Appearance  
Santa !**

**Food Available  
9am-2pm for  
Purchase.**

**Blood Drive  
Help Save a Life!  
9am-2pm  
Sign up at:  
[www.lstream.org](http://www.lstream.org)**



**[Redlands.airport.association@gmail.com](mailto:Redlands.airport.association@gmail.com)**

Toy collection boxes will be distributed from November 1st through the first week of December. We currently have twelve collection boxes, though each will need to be wrapped in festive holiday paper. Suggestions for additional collection sites are welcome, so please consider locations that could help maximize donations.

On the day of the event, festivities will kick off with a pancake breakfast, followed by hamburgers, hot dogs, and hot links served in the afternoon. The RAA will also host a Historical Aircraft Display Day, with Russ Clyde available to sign off pilots who participate.

To enhance the experience, Tony Higa has offered to display his T-28 for guests to place toys under, and Len Ingalls ever-popular PT-19 will be on display as well. Additional invitations will be extended to Learn to Fly LLC, San Bernardino Valley College, Mission Flight Academy, GASPPS, and HP Helicopters. Any further suggestions for invitees are appreciated.

Inside the lobby, CAP Squadron 411 and Allen Thoe will set up their flight simulators, while Larry Rice will coordinate with Paul Adams to potentially include the J-bird from San Bernardino Valley College.

Jim Pickens and Bill Ingraham are also

considering an EAA Young Eagles event to coincide with the toy drive, though this is still to be confirmed. Loreen Wynja of the San Gabriel Valley 99's has offered volunteer support for Young Eagles flights and has invited me to present information about the toy drive and potential involvement to EAA Chapter 1712 on October 7th. Loreen may also have a lead on someone to help EAA Chapter 845 with reservation assistance for Young Eagle events.



Volunteers are needed—both before and during the event. Assistance is required for wrapping collection boxes (prior to November 1st), placing and monitoring toy collection sites. In addition, volunteers are needed on December 5th and 6th for event setup, food service, guest marshaling, and guiding visitors to deposit toys. The Redlands CAP Squadron 411 cadets have kindly offered their help. If you would like to volunteer for any of these roles, please contact Cindy Gablin at [Redlands.airport.association@gmail.com](mailto:Redlands.airport.association@gmail.com).

Please mark your calendars for December 6th and in addition to participating, consider donating a new, unwrapped toy to brighten the holidays for local children in need. Blood donations are also greatly appreciated, as they save lives—thank you for supporting both efforts!

## 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. Please mark your calendars. More details to come!

## Expectation Bias

By RAA Safety Officer Larry Rice



When I began thinking about this subject, I decided I needed a clear definition of **“Expectation Bias.”** What is the meaning of expectation bias to you?

Here is an official definition of **“Expectation Bias.”** I found on “SKYbrary Aviation Safety”: *Expectation bias has been described in research cited in a U.S. National Transportation Safety Board (NTSB) aircraft incident report as “a psychological concept associated with perception and decision making that can allow a mistaken assessment to persist.” (ref. Bhattacharjee 2001) Expectation bias, and the related confirmation basis, can cause a person’s incorrect belief to persist despite available contradictory evidence.*

The FAA Safety Team said that pilots need to understand that expectation bias often affects the verbal transmission of information. When issued instructions by air traffic control, pilots should “focus on listening and repeat to yourself exactly what is said in your head — and then apply that information actively. Does the clearance make sense? If something doesn’t make sense (incorrect call sign, runway assignment, altitude, etc.), then query the controller about it.”

After I read the definition and the FAA statement, I had to go deeper into my world, specifically my world of aviation. Usually, we all have a plan for our day! In the perfect world mine is usually “EAT, SLEEP and FLY.” Or some version of those three words.

As we all know, our flying day usually goes as planned, but what is not planned and how we handle it is important.



Lets' regress a little...leave your aviation world and go to your other world. When you wake up in the morning and you are going somewhere (work for some of you) we know exactly how we are going to drive there. We know directions and it usually works out fine. What happens if it does not work the way you planned? We will find another route, but wait, now that route is not like you planned.

We have similar situations in aviation, multiple departure routes, multiple runways, multiple radio frequencies. If we use these items frequently, we will most likely know what to expect from ATC. We know/expect to get the same clearance every time. Now comes the problem. In our little minds we already have a clearance, we may even have it already written down to be used. But this one day you get something different, runway, frequency, airway, altitudes. If you mistakenly use your original flight plan instead of the new one you are supposed to follow it is **"Expectation Bias."**

Please take a moment and watch this video. Is this expectation bias or an experience problem?

<https://www.foxnews.com/video/6379708128112>

Many times, expectation bias causes pilot deviations. Usually, because of inattention to details. There are approximately 70 pilot deviations weekly. General aviation pilots historically account for an average of 64% of runway incursions. Other deviations include altitudes, headings or failure to follow ATC communications. This can and has led to controlled flight into terrain during instrument flight.

Common causes of pilot deviations are distractions (e.g., head down using Flight management systems, computers, fixated on instruments or other situations) and misunderstanding or misuse of pilot/controller communications because of expectation bias. We must be professional and listen carefully when communicating with controllers.

There is another phrase that relates to expectation bias and that is **"Plan Continuation Bias."** That is also known as **"Get There-itis."** That behavior occurs when we believe continuing with our plan is a good idea even when information suggests the plan should be abandoned.

The FAA has a safety campaign emphasizing the need for pilots to *Look, Listen, And Focus on Their Responsibilities.*

We can change the future if we fly knowing our limitations and **"Being Aware"**

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

# Support Redlands Cadet Squadron 411



## Wreaths Across America



Hillside Memorial Park

December 13<sup>th</sup>, 2025

# WREATHS *across* AMERICA

## Wreath Sponsorship Order Form

Sponsored wreaths are placed on veterans' grave markers at cemeteries nationwide each December for National Wreaths Across America Day. Your donation ensures a wreath is placed to honor one or more veterans at the participating location of your choice. Thank you for supporting our mission to REMEMBER, HONOR, and TEACH!

**All sponsored veteran wreaths are shipped directly to the location selected by the sponsor on this form.  
Wreaths are not shipped to individual wreath sponsors.**

| CHECK # | CHECK DATE | GROUP ID | LOCATION ID(s) | DOLLAR AMOUNT |
|---------|------------|----------|----------------|---------------|
|         |            |          |                |               |
|         |            |          |                |               |
|         |            |          |                |               |



Each individual wreath sponsorship is \$17.  
If your check is for multiple locations, list each location ID with its dollar amount.

|                 |  |
|-----------------|--|
| SPONSOR NAME    |  |
| PHONE #         |  |
| EMAIL ADDRESS   |  |
| MAILING ADDRESS |  |

### SPECIAL REQUESTS

**Please note in memory/honor of requests do not place a wreath on a specific loved one's grave.**

- ☐ **IN-HONOR OF:** Let someone know you sponsored wreath(s) for veteran(s) in their honor. We will email them.

→ Provide Email Recipient Name & Email Address, along with Message (optional):

\_\_\_\_\_

- ☐ **IN-MEMORY OF:** Post a veteran's name & message on Wreaths Across America's Remembrance Wall online.

→ Provide Veteran Name for Memory Wall Post and Message (Optional):

\_\_\_\_\_

Please complete this form and mail it with your check to our address below, or pay with a credit/debit card, PayPal, or GooglePay by sponsoring online at [WAA Shortlink](#) or by scanning the QR code.

**Wreaths Across America**

P.O. Box 249

Columbia Falls, ME 04623



WREATHS *across* AMERICA



# CalPilots Annual Virtual Meeting

If you didn't know, the RAA is a CalPilots Chapter. The CalPilots annual meeting will be held via Zoom on October 18th from 9:30AM -3:30PM. Please see the invitation below. It looks like they have some great speakers and seminars. Some are eligible for WINGS credit. The meeting is open to all and free to attend. Cal Pilots members are eligible for door prizes. If you are not a member you may consider joining CalPilots at this link:

[Membership Signup](#) | [Join Aviation Enthusiasts](#) | [CalPilots](#)

Online registration is required to attend. Register today at this link: [Webinar Registration - Zoom](#)

**REGISTER TODAY FOR THIS VIRTUAL EVENT 9:30 A.M. – 3:30 P.M.**

**SATURDAY OCTOBER 18<sup>TH</sup> 2025**



**MORNING KEYNOTE SPEAKERS**  
**BRIAN & BARRY SCHIFF**




**AFTERNOON KEYNOTE SPEAKERS**  
**JOHN & MARTHA KING**

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

**REGISTER TODAY:**

[HTTPS://US02WEB.ZOOM.US/Join/wn\\_jfzsi22vtci09vlgctroba](https://us02web.zoom.us/join/wn_jfzsi22vtci09vlgctroba)

**JOIN CALPILOTS TO BE ELIGIBLE FOR DOOR PRIZES:**

[HTTPS://CALPILOTS.ORG/MEMBERSHIP-SIGNUP/#JOIN](https://calpilots.org/membership-signup/#join)

*Don't miss California Zooming on October 18th, 2025! Join CalPilots' annual meeting and conference from home. It's the ultimate cyberspace aviation event for California pilots. Enjoy webinars on preserving, protecting, and promoting airports, plus FAA Wings-registered topics. Hear keynotes from Barry and Brian Schiff in the morning and John and Martha King in the afternoon. Free event with fantastic member door prizes from Lightspeed Aviation, LIFT Aviation, Flying Eyes Optics, MyGo Flight, METAR Maps, Precise Flight, and King Schools. Sign up now, even if you're not in California!*

# RAA Membership and Annual Dues

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

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

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

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

**Annual RAA Member Dues** –RAA dues are \$10 and are payable when you join or when you renew 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 details, 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

### High Performance Helicopters

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888-447-4354

[Website](#)



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Owner Build Assists (EAB)

1795 Sessums Dr.

(951) 212 6893

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

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



## Upcoming Airport Events

Plane or Treat 2025 – October 26, 2025, 3-6pm

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."*

**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 ttc.  
SERVICE: S4 FUEL 100LL OX 1, 2 LGT ACTIVATE REIL Rwy 08 and  
26; PAPI Rwy 08; MRL Rwy 08-26—CTAF.  
NOISE: Avoid noise sensitive areas S of arpt.  
AIRPORT REMARKS: Attended 1600-0100Z. Self serve 100LL fuel avbl  
24-7. Coyotes and waterfowl on and in/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 ady, 4 clicks  
for radio check.)  
SOCAL APP/DEP CON 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