



3-31-26

Volume 13, Issue 1

# Redlands Airport Association

## Chapter of California Pilots Association

### Newsletter

#### *The Mission of the RAA*

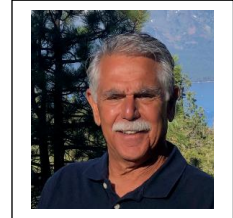
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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

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## Observations & Comments

By RAA President Ted Gablin



### *A GA Airport is a Small Village*

Over the last few months, we have lost four senior members of our airport community. I knew all of them. They were my friends and friends to many others. They all made positive impacts to others on and off the airport. They will be missed!

Their passing has been a reflection point for me. Probably because I am getting older. I have been enjoying Redlands Airport on and off for over 40 years. Cindy and I have made many friends at the airport over the years. We have socialized with many both on and off the airport. Some of our close airport friends are family to us! Those relationships are a big part of our enjoyment of our airport.

We both love aviation. Okay, maybe I do, a bit more than Cindy, but we are typical small GA airport tenants. Most of us have a passion for aviation, but we also enjoy our friends in our airport community.

One of our founding RAA board members, Denny Brown, told me on more than one occasion that an airport is a small village. After knowing many on the airport for years, I can see why he had that observation. I have friends on the airport that I have known since they first started flying as teenagers or young adults. They have since matured, married, had kids or even grandkids. We have watched other friends grow old, sometimes quit flying and eventually go west. We have truly enjoyed the experiences we have had with our friends over the years. I can say those experiences are as much fun as our flying experiences.

Redlands airport is full of neat aircraft. There are warbirds, new aircraft, restored aircraft, aerobatic aircraft, heavy lift helicopters, and quite a few beater aircraft. All worthy of your attention. But I can tell you, from experience, that the people that own and maintain these aircraft are a big part of our Redlands Airport experience. Most pilots are "Type A" personalities. They are high achievers, opinionated, and extremely interesting to speak with. The stories and experiences that are shared by some of them can sometimes be priceless.

If you are new to our airport, make some time to meet some of your airport neighbors. Do a little hangar flying. Hear some amazing stories. The experience will be worth it!

# Airport Updates

## **City Tiedown Ramp, Taxiway “A” and East Ramp Pavement Rehab Grant Project**

Does everyone remember the west ramp pavement slurry coat project done a couple of years ago? The City of Redlands is planning a similar but larger project to rehabilitate pavement on taxiway “A,” the city tiedown ramp, city hangar rows, the Redlands Aviation east ramp (GAS PPS ramp area, and the apron leading into Jim Ott’s leased areas). The project includes crack sealing, slurry coat, and restriping.

Phase I will include weed removal and chemical treatment of pavement cracks. Phase II will consist of crack sealing the existing pavement. Phase III will involve applying two coats of emulsified asphalt slurry. Prior to final surfacing, existing pavement markings on taxiway “A” will be removed and then re-striped following the final slurry application. All new striping will receive two coats of paint and Type II glass beads for enhanced visibility.

Airport Supervisor, Ted Richardson, shared at the March 25<sup>th</sup> RAA meeting that Maxwell Paving, Salt Lake City, Utah was the successful bidder for the project. They bid \$598,000 to complete the project. The contract for the project is scheduled for review by Redlands City Council at the May 19th council meeting. The project cost will be covered 95% by an FAA grant, 2 ½ % by a Caltrans grant , and 2 ½ % by the City of Redlands. Construction is planned to begin in July. There will be taxiway closures, but work will be done early morning and at night to minimize impacts. Ted will send out communications about airport impacts as we get closer to actual construction.

## **AWOS III Weather Station Planned to Replace REI’s Problematic Super Unicom Station**

If you haven’t noticed, our almost 30-year-old Super Unicom weather station has an issue. It does not always "wake-up" and respond after clicking the microphone 3 times for an advisory, or 4 times for a radio check. This was an intermittent problem but seems to be the norm now most of the time. Many times, it simply does not respond, or it responds after a period of time. Not a good situation for someone trying to determine altimeter setting, wind speed, direction, or visibility at REI! Airport Supervisor Ted Richardson is aware of the issue and has filed a Notice to Airmen (NOTAM) to report to pilots that the REI weather source is unreliable.

Ted has shared he would prefer to spend time and resources on replacing our non-FAA approved weather station with an FAA approved AWOS III station. That is why he submitted paperwork and got FAA approval for this as a 2027 grant project. The new AWOS III will monitor and report:

- Wind speed and direction
- Temperature
- Dew point
- Altimeter setting
- Density altitude
- Visibility
- Precipitation accumulation
- Cloud height
- Sky condition



Ted has had a meeting with the vendor on site. They are tentatively planning to install this unit on the west of the Coyote Hangars on the south side of the west ramp. The location is in an improved area of the airport and as such will not require the environmental review associated with placing the unit on the N/S of the airport. The AWOS will get power through the airport's lighting electrical system. The new AWOS will have a dedicated radio frequency, and that may also force a change in the Redlands Common Traffic Advisory Frequency (CTAF).

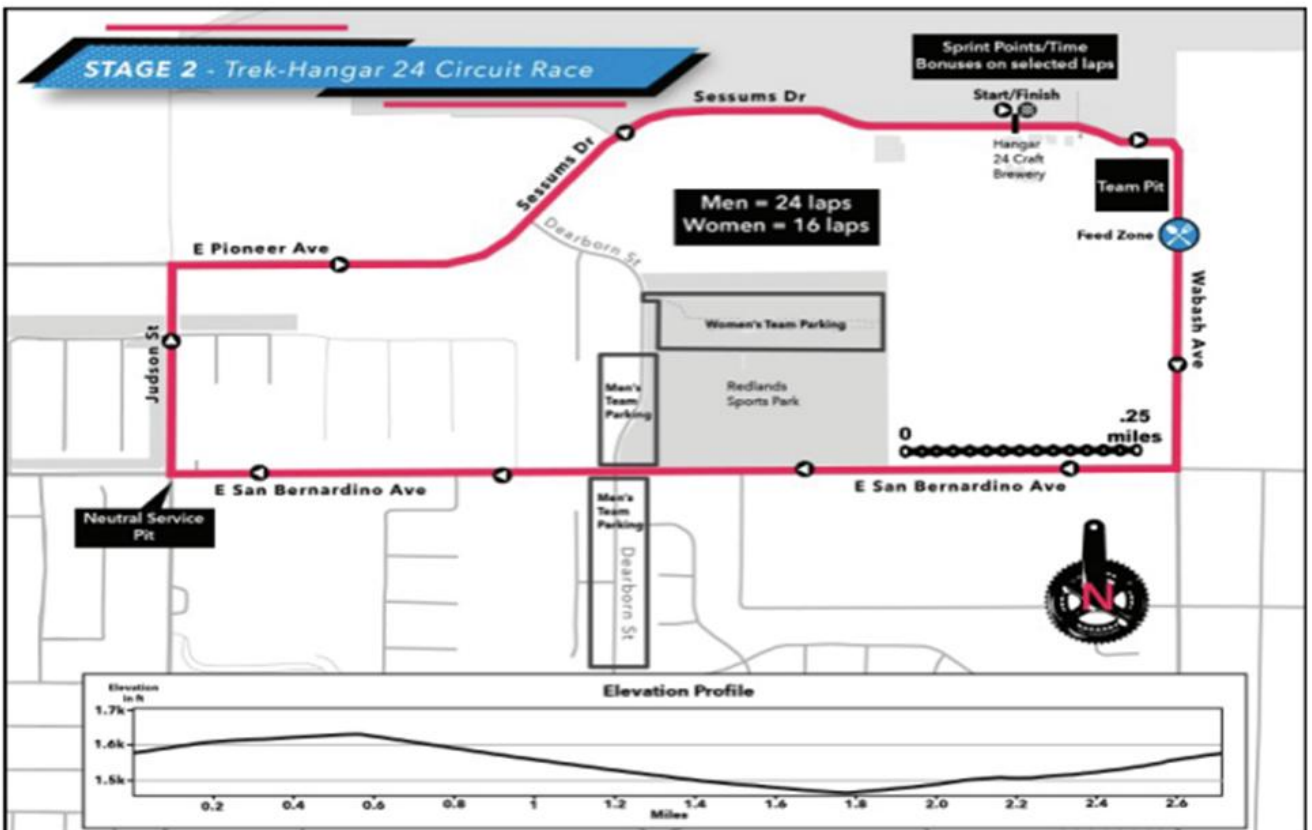
### REI Beacon Tower to Get New Paint

According to a 1966 Redlands Daily Facts newspaper article, REI's beacon and tower were surplus FAA equipment donated to the city of Redlands in 1966. The beacon was originally installed on Box Springs mountain near March Air Force Base. The tower was initially installed as part of the US Airway Beacon system and was once located approximately three miles southwest of Beaumont. The tower predates WWII. Restoring this structure with a new coat of paint in the proper paint scheme has been on the RAA's wish list since our inception. We even contemplated a fundraiser to paint the tower a few years back. Valid concerns about costly lead paint removal killed our project.

At the March 25<sup>th</sup> RAA meeting Ted R. shared he has obtained three bids to paint the tower. Based upon the bids he determined there is adequate CalTrans grant funding available for REI to fund a tower painting project. This will include removal of the old lead paint before painting the tower in the proper aviation orange and white scheme. The whole project will take about 3 weeks, and the cost is approx. 40K. He said this will be a 2027 project that will probably begin in January '27. We will have a future newsletter article about our historical airport beacon.

### Street Closures for the Bicycle Classic Impacting REI are Scheduled for April 9th

The City of Redlands will once again be hosting the annual Bicycle Classic event. One of the race events is being hosted by Hangar 24 and the racecourse will be adjacent to the airport. As a result, on April 9<sup>th</sup>, Judson St, Wabash Ave and San Bernardino Ave will be closed from 0830 until 1500. Please see the map below:



To access the airport during the closure, you will have to approach the airport on Pioneer from the west only. You can join Pioneer at both Orange and Church streets. Only the Coyote gate will be used for airport access. At the intersection of Pioneer and Judson there will be a marshal. The marshal will direct you to the Coyote gate when bicycle traffic allows or they will guide you to the Coyote gate. Their option.

For those leaving the airport, Airport Supervisor, Ted Richardson, will be stationed at the Coyote gate to release cars in coordination with the marshal.

### **NextGen/Learn to Fly LLC Participates in Career Day at Moore Middle School**

The RAA was asked once again if we could find volunteers to speak at Career Day at Moore Middle School. The event was for children in 6th – 8th grade and was designed to help students formulate ideas about their future career paths and motivate academic achievement. **Amanda Heveran**, general manager of NextGen Flight Academy, the parent company of REI's Learn to Fly LLC, volunteered to speak at the Career Day. We know she is very busy person, and we really appreciate that she took the time to participate in the event. NextGen/Learn to Fly's aviation education outreach efforts to the community are outstanding!



### **Redlands Airport Advisory Board Activity**

The city posted an AAB vacancy before their holiday break. The vacancy fills Dick Jones' seat. Applications closed on January 7th. The council selected Austin Crane to fill the vacancy.

The AAB has been downsized and will now have only 5 members. Their regular meetings will be quarterly, meeting in on the third Thursday of January, April, July, and October at 6pm. They can request a special meeting if needed. They will continue to meet in City council chambers

The AAB met for the first time this year on January 15<sup>th</sup>. Updates were provided to the board by city staff. The board did not make any recommendations at the meeting to city council. On January 20<sup>th</sup>, Board Chair, Jason Golembeski, presented the annual report for the Airport Advisory Board to Redlands City Council. He shared some slides and discussed some airport events; the airport vegetation clearing project, west ramp paving rehab, the RAA compass rose project, future east ramp and taxiway paving rehab, SBD airspace proposal, and airport flight activity. Here is a link if you want to watch his presentation. Click on "Video Index" on the left side and scroll down to "Annual Report of Airport Advisory Board" [Jan 20, 2026, City Council - Redlands, CA](#)

The AAB acts in an advisory role to the Redlands City Council on all things related to the airport. The meetings are a public forum for airport tenants to learn about airport issues and administration. Airport tenants can make the city aware of airport issues with their public comments. Members of the public that desire to comment on the agenda or any other airport issue can attend, complete a speaker form, and give a three-minute comment at the podium. REI tenants are encouraged to reach out to board members to discuss airport issues and to make suggestions. Feedback from tenants helps board members to be effective in their advisory role. Some board members attend RAA meetings for that very purpose. The next AAB meet is scheduled for April 16, 2026.

## Local Airspace Changes in the Works

Our skies are busy and our already complicated and congested airspace in Southern California is becoming even busier. So, the FAA, in the interest of keeping traffic separated, is working on airspace changes that will affect all of us. Let's go through some of the changes that are in the pipeline.

**SBD/REI Airspace Modification** - On August 1, 2025, the FAA circulated a draft revised airspace proposal for REI and SBD. Here's a summary and drawing depicting what they are now proposing:

- There are no lateral expansions of the SBD Class D airspace (depicted in orange below), but the ceiling will be raised 500' to 3,700'.
- REI's Class G airspace is replaced with Class E4 airspace. This is a surface extension of the class D airspace near SBD. This will change VFR minimum visibility and cloud clearance requirements at REI.

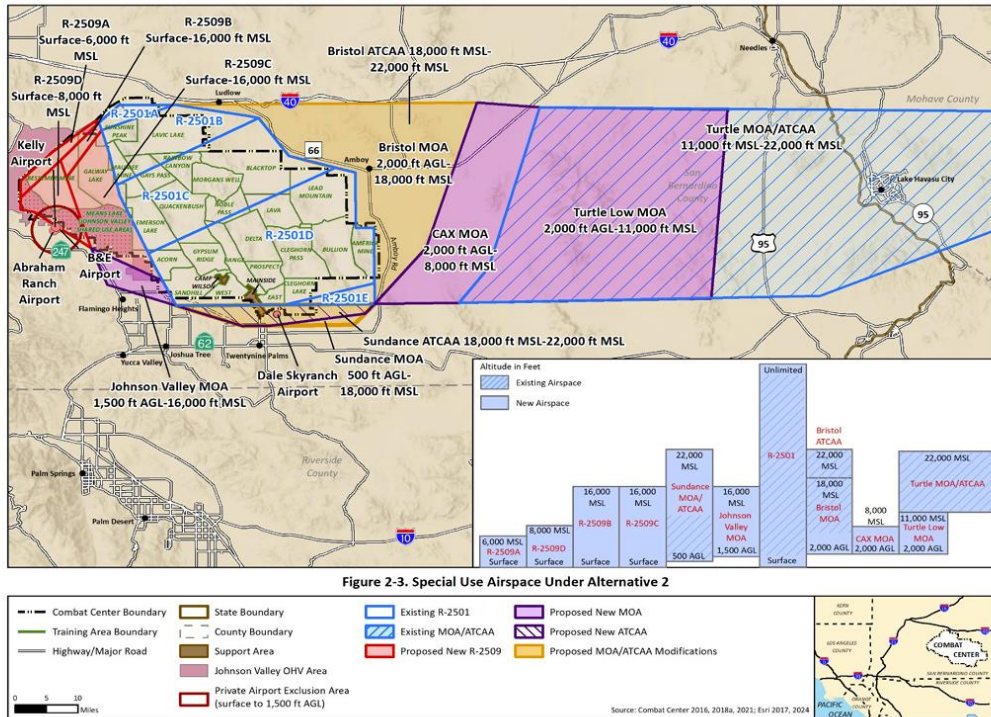
We really haven't heard anything official about next steps for this draft proposal. It's possible it could change. Ultimately any proposal considered will have to go through the FAA's Safety Risk Assessment Management Process (SRMP) and the Notice of Proposed Rulemaking (NPRM) process.



**29 Palms Special Use Airspace Proposal** – We shared information about this proposal in the [9-30-25 RAA Newsletter](#) on page 7. This proposal has the potential to create significant impacts to general aviation.

We recently received a letter from the USMC stating they have completed the environmental assessment for the USMC Special Use Airspace (SUA) Modification. A Finding Of No Significant Impact (FONSI) was determined for the USMC preferred alternative 2. Here is an illustration of alternative 2:

**ALTERNATIVE 2 (SELECTED ALTERNATIVE) SPECIAL USE AIRSPACE**



**KEY DETAILS**

- Establishes new Permanent SUA
  - R-2509
  - Johnson Valley MOA
  - CAX MOA
  - Turtle Low MOA
  - Sundance ATCAA
- Modifies existing SUA
  - Bristol MOA/ATCAA
  - Sundance MOA
- Supports training 365 days per year, but with the following limits on activation:
  - Up to 60 days per calendar year for R-2509 and Johnson Valley MOA
  - Up to 40 days per calendar year for CAX MOA and Turtle Low MOA
- FAA Los Angeles Air Route Traffic Control Center would remain controlling agency, with the Combat Center the using agency
- Supports ongoing training and large-scale exercises

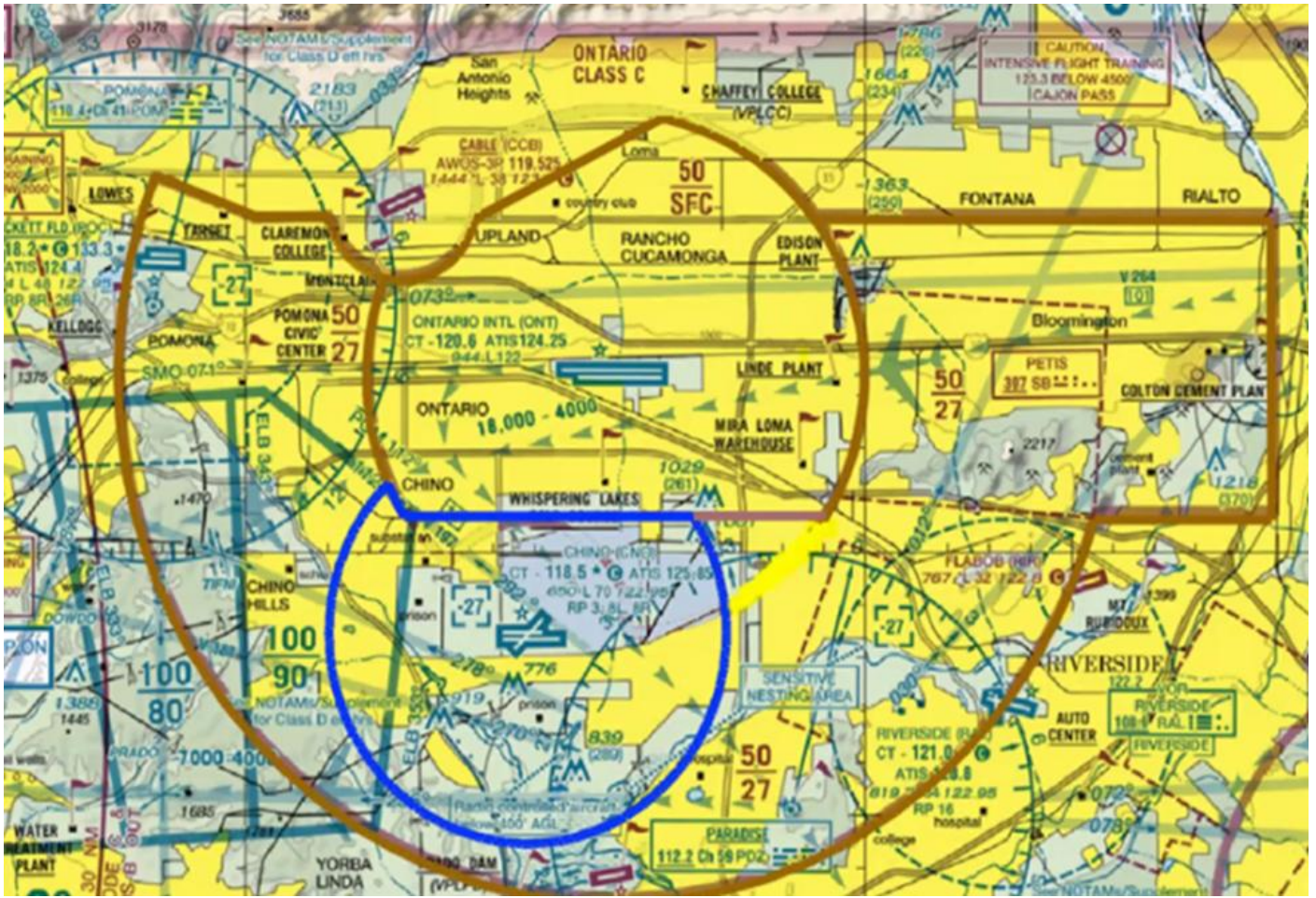
The expanded SUA is being proposed with the following limits on activation: - Up to 60 days per calendar year for R-2509 and Johnson Valley MOA - Up to 40 days per calendar year for CAX MOA and Turtle Low MOA

Next steps are a detailed FAA review of the proposal. According to Jim McClay from AOPA, the FAA review has a comment period, but it is not actually a Notice of Proposed Rulemaking (NPRM). A NPRM will come later after the review. Jim is also aware that Congressman Jay Obernolte, who is a pilot, is getting involved.

**ONT Class C Airspace Modification** – An ad-hoc user committee was created for this airspace change. This is a requirement for Class B & C airspace creation or modification. The committee has just completed their report with recommendations, and an update was given at the March SCAUWG meeting. Their suggested changes removes the existing carve-out in the ONT Class C near Chino Airport (CNO) that has created confusion for pilots flying into CNO

and using Rwy 26R. This has led to some unpredictable flight tracks when the pilot realizes that Ontario's Class C airspace is directly ahead.

The committee is also proposing a larger window around Cable airport (CCB) to give CCB traffic a larger pattern that doesn't conflict with ONT Class C. Please see the drawing below with the proposed changes. The blue circle defines the proposed class D at Chino. Note the large window around CCB. The group's recommendations will next go to the FAA for review. If they are okay with the proposal, an FAA safety risk management review and notice of proposed rulemaking will follow.



**Van Nuys, Long Beach, and Palm Springs Airspace Modifications** - We don't have any draft proposals to share yet, but we hear they are coming. Van Nuys (VNY) and Long Beach (LGB) are going to get modifications to their existing Class C airspace. A proposal is being developed to replace the Terminal Radar Service Advisory (TRSA) airspace at Palm Springs Airport (PSP) with Class C airspace. Palm Springs Airport is getting very busy with commercial flights. They are also building a new terminal. We will keep all advised.



## **Zamperini Field Still Under Stress**

As we all know, Torrance airport has a problem with noise complaints created by a few very vocal homeowners. The complainers certainly have the ear of local politicians. As a result, the airport sponsor, the City of Torrance, has initiated all kinds of policies, such as landing fees, restrictions on operations and limiting the number of based flight schools. These policies are financially impacting pilots, airport businesses and reducing the number of operations.

The City of Torrance doesn't take any grant money and has no grant obligations. So, local pilots can only get limited help from the FAA. Based pilots, flight schools, and Sling Academy are all fighting this. Torrance Airport Association (TAA) filed a lawsuit against the city alleging the fees were discriminatory without financial justification and instituted solely to strangle flight operation to mollify some airport neighbors. It went to court and it sounds like they had an unfriendly judge who dismissed the case with prejudice. The judge stated the TAA didn't respond to his inquiries. TAA says the judge has a bias in favor of the city. Perhaps some of the judge's allegations may be as a result of TAA engaging in a legal battle with limited financial resources for legal response to the judge's inquiries.

Zamperini Airfield Preservation Society (ZAPS) has also sued the city. To date, they too have not had any luck making any changes. Perhaps better results could be achieved if ZAPS and TAA worked together to deal with these issues.

## **Coyote Aviation Dispute Headed to Trial** **By RAA President Ted Gablin**



On February 27, Coyote Aviation and the City of Redlands were scheduled to appear in Superior Court to ask the judge to rule on a summary judgement request Coyote Aviation filed. The summary judgement asked the judge to issue a ruling on the matter to avoid a trial. The city also petitioned to request a summary judgement on the case, but it was scheduled to be heard on a later date.

Coyote principal, Gil Brown, and attorney, Ricky Shah from Pacheco and Neach, along with a contract attorney from Best, Best, & Krieger (BB&K) representing the City appeared at 9 am. They were joined by approximately 50 people from the community attending to support Coyote Aviation. After everyone was seated, the judge went through the case calendar. When she got to Coyote vs the City, she announced her staff had not completed their analysis of Coyote's request for summary judgement and she rescheduled the hearing until March 3rd. The judge said she would rule on both the Coyote summary judgement and the pending City's request for a summary judgement on the March 3rd date. Many that attended expressed some frustration about the delay and the time and money expended by the litigants for the lawyers that appeared.

All the legal activity associated with the dispute between Coyote and the City has generated thousands in legal fees. This has been impactful to both parties. Coyote principals will bear their legal costs, and City legal expenses will ultimately be funded by taxpayers. Inland Empire Law Weekly, an online publication that is covering the Coyote Aviation matter, reported another court order was issued on February 27th. San Bernardino Judge Joseph Widman ordered Coyote to pay the City \$62,651 in legal fees. This order finalizes Coyote's original lawsuit regarding the cancellation of their ground lease brought four years ago against the City. Coyote was not successful in that lawsuit, and the terms of the original lease explicitly state that, in the case of a lawsuit, the winner of the suit would have their legal fees paid by the other litigant.

On March 3rd, Ricky Shah from Pacheco and Neach, representing Coyote appeared once again at the court hearing along with Coyote principals. Approximately 60 Coyote supporters also attended. The City contract attorney from

BB&K attended via video conference call. Just prior to the hearing, a tentative ruling was issued by the judge that denied summary judgements for both Coyote and the City. The attorneys for both parties had opportunity to challenge the tentative order in the hearing. But in the end, the tentative judgement became final. Here is what the court decided:

- 1) The judge denied Coyote's request for summary judgment. The judge also dismissed the emotional distress claim (IIED) brought by Gil and Carol Brown. The dismissal was based on a procedural rule (the Government Claims Act) about how personal tort claims must be presented to a government entity before filing suit.
- 2) The judge also rejected the City's attempt to dismiss Coyote's two central claims regarding the property or breach of contract claim.

One of the more interesting things we heard at the hearing concerns the position shared by the City's contract attorney as to why they believe they now own the Coyote improvements. The terms of the Coyote lease included a requirement that they remove all improvements on the airport within 30 days of the end of their lease. The City claims that, since the hangars were not removed, Coyote abandoned the property and forfeited ownership. It was acknowledged that Coyote did attempt to obtain a demolition permit to remove the hangars, but the City did not approve the permit.

According to the attorney from BB&K, the City did not approve Coyote's permit because they did not recognize Coyote as the property owner, instead the City recognizes the City as the owner. After being questioned by the judge, the attorney gave various other reasons as to why the city did not approve the demolition permit. These included concerns for the rights of individuals that bought ownership rights in the Coyote complex, a pending review by the City attorney and ultimately the pending outcome of a judgement by the courts as to ownership rights.

Unfortunately, the judge's ruling on March 3rd did not resolve the question of ownership rights and whether the City's conduct violated the lease and the law. Those issues still remain. The matter will now go to trial. Jury selection was originally scheduled to start on April 1, but a scheduling conflict involving the attorney for Coyote has required rescheduling trial until May 27<sup>th</sup>. We will keep all advised.



***Coyote Supporters at a Recent Court Hearing***

## Box Runs

By RAA VP Tony Digati



Back in the day—from about 1990 through 2000—we ran a pretty incredible charter company. It all started at KPOC with just a Beechcraft Bonanza owned by Kevin and a Cessna 421 owned by Richard. Our customer base began growing, anchored by three highly successful local businessmen who shared a deep love for aviation and, more importantly, a burning desire for jets. When you put three wealthy, competitive guys in the same room who all want the same toys, things escalate quickly. It was like watching a high-stakes auction unfold in real time.



***The Cessna 421 — one of the original two aircraft that started it all.***

As the fleet expanded, we moved our operations to a massive commercial space on the south side of Ontario International Airport, right on Avion Drive, just south of Mercury Aviation and SCE's helicopter operations. The hangar was colossal—roughly 300 feet wide and 90 feet deep. Eventually, we managed to fit thirteen airplanes inside that cavernous space.

Just like that auction analogy, the acquisitions happened at a blistering pace. One owner would casually say, "Hey, I'm going to buy two Citation 525s, can you guys handle that?" Then another would chime in, "I want a new Lear 60, can you guys charter it out?" Not to be outdone, the third would add, "I found this really nice Hawker 700, can you guys use it?" It turned into a friendly but fierce competition among these three men, a contest of who could spend more money on the ultimate flying machine

Within a year, the hangar was packed to the brim. Our fleet boasted a brand-new Lear 60 (serial number 60-149, which was the newest Learjet in the country at the time), the Hawker 700, three Citation 525s (two from one owner, one from another), two Cessna Conquests (one with Pratt & Whitney engines, the other with Garretts), a King Air 200, the diesel Navajo (a Cheyenne I), the original Cessna 421, and the trusty Bonanza A36. My own lowly Stinson sat in the corner, in comparison, looking like a child's toy. It seemed like we had acquired ten airplanes in the blink of an eye.



***The Lear 60 — the newest Learjet in the country at the time, and constantly in demand.***

To manage this armada, we had a team of about eight pilots, a dedicated Director of Maintenance named Chris, and myself. I primarily handled the day-to-day business operations—my main job was making sure the bills went out. Chris kept the fleet impeccably maintained, occasionally bringing in contractors for extra help, while the eight pilots expertly juggled the daily flight schedules. As you can imagine, it was a highly dynamic environment. The new Lear 60 was incredibly popular and constantly in demand, with the Hawker 700 hot on its heels. The single-pilot Citations were mostly used to shuttle the three aircraft owners around, and the Conquests were always booked. Life was good; we were flying fools, and business was booming.



*The Cessna Conquest II — always busy, always booked*

Then came Rockwell International, and the unassuming Bonanza finally got its moment to shine. Rockwell operated a factory in Mexico, right across the border near Calexico Airport, where they manufactured some type of computer chips. Every single day, a bobtail truck would load up these chips in Calexico and make the long drive to Hawthorne Airport. The truck had a strict deadline: it had to arrive in Hawthorne by 4:00 PM so the cargo could make a 7:00 PM flight out of LAX. Every night, without fail.

However, almost every single day, a few boxes of chips would inevitably miss the truck's departure. By noon, my phone would ring. "Hey, we have two missed boxes in Calexico," the voice on the other end would say. Our solution was simple but effective. The Bonanza would depart Ontario around 1:00 PM, fly down to Calexico, pick up the stranded boxes, fly them up to Hawthorne, hand them off to the waiting truck driver, and then return home to Ontario. The entire round trip took about three hours, and as I mentioned, we made this run at least four or five times a week.



***The Conquest I in the hangar — Chris kept every aircraft in the fleet impeccably maintained.***

Because Rockwell was our number one customer—certainly in terms of frequency, if not total revenue—we always made sure they were taken care of. If someone was sick or the truck broke down, we adjusted. If the Bonanza was grounded for maintenance; we would dispatch the Cessna 421 and charge them the same price. One day, they had a massive emergency: the truck simply wasn't available. We sprang into action, having Chris hastily remove the seats from the King Air, one of the Conquests, and even the pristine Lear 60. We flew the entire makeshift cargo fleet down to Calexico, loaded up 200 boxes, and delivered them all to Hawthorne perfectly on time.

Let's do the math on the standard "box run." I charged \$1,700 for that three-hour trip. We usually assigned our newest pilot to fly it; it was how we broke in the rookies, who affectionately earned the nickname "Bonanza Boy." Let me tell you, if you make that run every single day for a couple of months, you rack up some serious real-world experience.

Back to the numbers: \$1,700 four times a week equaled \$6,800 a week, which translated to roughly \$27,000 a month in gross revenue. All of that from the little single-engine Bonanza! That was its daily job. Occasionally, it would do a quick passenger drop-off from Ontario to Corona, but we generally reserved the multi-engine planes for flying people.

We ran that Bonanza so hard that we put five brand-new engines in it over the years. The first three were Continental IO-520s. When the Supplemental Type Certificate (STC) became available, we upgraded to the more powerful IO-550s. The fifth engine, which we installed twenty years ago, is remarkably still in the plane today! Every single one of

those engines went straight to its 1,700-hour Time Between Overhaul (TBO) without a single hiccup, despite being flown hard every day. To put that in perspective, we were hitting 1,700 hours roughly every two to two and a half years. The folks at Continental Motors knew us by name.

Ironically, that humble Bonanza was consistently our number one earner. Sure, the jet charters brought in massive revenue, but they also came with massive expenses—catering, heavy maintenance, exorbitant landing fees, and expensive pilot training. Who would have thought the piston single would be the real cash cow?



**The Bonanza A36 — the unsung hero of the fleet and still flying today.**

Today, that Bonanza serves as Kevin's personal chariot. It lives a pampered, sheltered life in a heated hangar at Coeur d'Alene Airport (KCOE). It still has that fifth engine, though last year Kevin sent it to Tornado Alley Turbo to be turbo normalized. It now boasts a full Garmin glass panel, a state-of-the-art GFC 600 autopilot, a custom business-jet-style interior, and recently had a TKS de-icing system installed. He will never sell it. It is likely the world's only 1977 A36 Bonanza with half a million dollars' worth of upgrades packed into it. But after all those years and all those box runs, she certainly earned it. And so did Kevin.

# Redlands Airport Spring Fling April 25, 2026

By RAA Secretary Cindy Gablin



Mark your calendars! The RAA is having a Fly-in and BBQ April 25<sup>th</sup> from 11:00 am – 2:00 pm or until the food runs out.

As we all know, pilots are not rich boys or girls with toys, so please join us for a nice cheap lunch. We will be cooking up burgers, hot dogs, & hot links for purchase. Along with all the fixings, there will be salad, chips, cookies, sodas and water.

We are inviting the community to join us as well as pilots from other local airports. Pilots like to talk airplanes, and the community loves to see aircraft take off & land, so this is the perfect opportunity to share our love of aviation.

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

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



## Redlands Airport Spring Fling

**April 25, 2026 11AM-2PM**

### Fly-In, BBQ Lunch and Historical Aircraft Display Day

**Redlands Airport Public Lobby  
1745 Sessums Drive Redlands  
CTAF 123.05**

**Burger or Hot Dog Lunch Available for Purchase**

**For More Info: [Redlands.Airport.Association@Gmail.Com](mailto:Redlands.Airport.Association@Gmail.Com)**



We hope to see many of our Redlands pilots join us for burgers or hot dogs on April 25th.

# Student Pilot Challenges

By RAA Safety Officer Larry Rice



We have all heard these three little words from the very beginning of our flight training. What are they?

## ***Aviate, Navigate, Communicate***

What do they really mean when it comes to not just flying? We think we know and we are probably correct. I wonder if any other entities in aviation truly know and understand. How about maintenance, ATC, passengers (there are others that should know but may not).

***Aviate***- Fly the airplane, it sounds really simple....

***Navigate*** Take the airplane where you need it to go. Even in an emergency you must navigate while flying the airplane.

***Communicate***- This should be considered a luxury unless you are IFR in IMC. Just remember at the time of emergency we all look for help anywhere we can find it.

During my last flight returning from the Palm Springs/Banning area, I was monitoring ATC and as I got closer to KREI, I switched to KSBD. I heard a pilot take off from KSBD. He advised KSBD that he wanted a frequency change to SOCAL. It was approved by SOCAL. For some reason, it might have been the pilot's voice, I changed back to SOCAL to listen to the pilot. The pilot called SOCAL using proper terminology and received a response asking what he wanted. The pilot then stated "Nxxxxx is over Flabob, unfamiliar with the area and would like flight following to Chino." This now sounded like a student pilot to me. There was caution, or it was anxiety in his voice. SOCAL came back and said "XXX" squawk XXXX and ident. Then advised the pilot with a proper heading and a recommended altitude. The student responded with a "Thank you XXX." At this point everything in this flight was going well for the student.

The next communication was "XXX I have a number for you to call when you are on the ground at Chino." Please advise when ready to copy. There was a significantly long pause. I was wondering if the pilot had changed radio frequencies. No, the pilot came back and said, "ready to copy." After SOCAL stated the phone number to call he told the pilot that he had entered "Charlie airspace without authorization." The pilot just repeated back his aircraft number.

SOCAL professionally did their job! The question I have is, might there have been a better way to address this airspace incursion? Now, I still do not know if this pilot was a student, maybe on his first flight to an unfamiliar airport and in unfamiliar airspace. It seemed like that to me!

Now to sum this up:

1. We have a student doing his best to ***aviate***.
2. We have a student doing his best to ***navigate***.
3. We have a student ***communicating*** as he was trained.

Because of the radio call from ATC advising the pilot he had entered Class C airspace without authorization, was there a possibility it created enough stress for the student pilot to a point where he may have had difficulty safely aviating? How did the student react? I would love to know how his communication went with the tower and ground at Chino.



Student pilots are very fragile in their early flying careers. Pressure, stress, anxiety are all part of Human Behaviors along with the Dirty Dozen and Seven deadly sins that can foster an accident. Incidents like this could discourage an aspiring student pilot to quit flying. Since I had not heard anything over the next few days, I must believe that everything went well with the pilot landing at Chino.

Have you ever had ATC give you a phone number to call? I would bet if you did get a call like that you would be quite anxious for the remainder of the flight.

What would have been a better way for ATC to manage this pilot infraction? Maybe SOCAL Approach could have asked the tower controller at Chino to ask the pilot to call the dreaded phone number after he landed?

Hopefully, the FAA treated this mistake with compliance action. The FAA has a page on their website about their [Compliance Program](#). It states: "The Compliance Program represents a focus on using — where appropriate — non-enforcement methods, or "Compliance Actions." A Compliance Action can be described as FAA's non-enforcement methods for correcting unintentional deviations or noncompliance that arise from factors such as flawed systems and procedures, simple mistakes, lack of understanding, or diminished skills. A Compliance Action is not a legal adjudication, nor does it constitute a finding of violation."



**We can only hope!**

## Flykrei Flyouts

By Walt, Sherry & Peanut

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

On Saturday February 7, 2026, the FLYKREI fly-out was to Havasu (HII), Hangar 24. This fly-out is annually planned as the first destination of the New Year. Unfortunately, the weather did not cooperate with the first two Saturdays in January, so we moved it to February. The 1-hour time difference between Arizona and California this time of year caught a few off-guard, but it all worked out giving the kitchen a break. In all, we had 24 people and 12 airplanes. We flew in from Redlands, along with a few others, a few came from Cable, Brown, Thermal, we even had a pilot with a Mooney from Germany. The German plane flew to the USA last year and will be flying back later this year. Very interesting story about his adventure flying across the water in a single engine plane. As usual, great food and service, topped off by two F-18 departing.

Walt, Sherry, and Peanut







# 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!



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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

Spring Fling Fly-In – April 25, 2026

National Aviation Day Fly-In Date TBD

Stuff a Plane Toy Drive- December 5, 2026

RAA Holiday Party - (Members only) December 16<sup>th</sup> 6:30 pm

# Important Meetings

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

Redlands City Council meets 1st and 3rd Tuesdays of the month at 6pm. Agendas are posted 72 hours in advance for City Council meetings. 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 January, April, July and October at 6:00 pm. Meetings are held usually in the Redlands City Council Chambers and occasionally, the airport public lobby.

# About Our Organization...

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

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

1574 B TPA—See Remarks NOTAM FILE RAL

RWY 08-26: H4504X75 (ASPH) S-12.5 MIRL 2.3% up E

RWY 08: REIL: PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 26: REIL: Trees. Rgt tlc.

SERVICE: S4 FUEL 100LL QX 1, 2 LGT ACTIVATE REIL Rwy 08 and 26; PAPI Rwy 08; 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 ctc SoCal Apch at 800-448-3724.

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