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Redlands Airport Association

Chapter of California Pilots Association

Newsletter



The Mission of the RAA

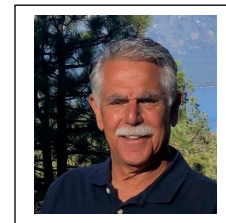
- To advocate for all users of REI.
- To promote, support, and encourage the continued use of REI.
- To communicate the airport's importance to the community.
- To educate airport users of relevant regulatory and legislative airport/aviation matters.
- To provide a forum whereby those concerned about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



It is the end of the year and a good time to reflect. It is also the holiday season, and I want to share a positive message. That is sometimes difficult with all the issues facing our airport.

If you haven't heard, REI airport supervisor, AJ, is moving on to another position somewhere. We have heard his wife is retiring from the military and a move from Fort Irwin is in the works. AJ commutes 5 hours (round trip) daily from his home to Redlands. He also has three young children. Although he hasn't shared details, we would assume the new job and the move will help to reduce his commute and allow him and his wife more time to be with their children. That would be good news for his family.

AJ has been our airport supervisor since the summer of 2022. He is far more personable than the supervisor he replaced. He has had good relations with most of the airport community. AJ has been supportive of community events at the airport. He was successful in getting CAP Cadet Squadron 411 to REI. He did participate in two FAA Safety Risk Management Panels with Tom Jones and me. He definitely had the airport's interests in mind when he spoke on those panels. He also recognized the economic and community benefits of encouraging the use of the airport as a firebase for helicopters fighting wildfires.

The RAA board enjoyed a good relationship with AJ for about half of his tenure at REI. It is unfortunate that the relationship between him and the RAA did deteriorate over time. Perhaps pressure from city administrators and differences in opinion we shared about the Coyote dispute and airfield needs were in conflict with the mandates he was hearing from his management. I can be sympathetic when someone has to follow management directives they may not agree with when they need a job to care for their family.

Perhaps management pressure may have been a factor in terminating his employment at the City of Redlands. It was a factor in his predecessor leaving REI. AJ also had to work with a tough crowd at the airport. Let's just face facts, there are not very many tenants at REI that respect city officials involved with the airport.

With consideration of all of this, we wish AJ happiness and economic security in his future career endeavors.

Airport Updates

SBD Airspace Change Safety Risk Management Panel (SRMP) Held September 25 & 26

The long-awaited SBD Airspace Change SRMP Zoom call was held on September 25th and 26th. This meeting was originally scheduled in February this year. It was cancelled and rescheduled to a May date which was also cancelled and rescheduled. Airport supervisor AJ, RAA member Tom Jones, RAA President Ted Gablin, AOPA Director Airspace, Air Traffic & Security, Jim McClay, and about 65 other attendees (mostly FAA) attended. The SRMP is an FAA process designed to conduct a safety analysis of a proposed National Airspace System (NAS) change. The FAA used this same process to analyze the UPS RNAV Visual Approach to SBD Rwy 24.

AJ, Tom Jones, and Ted Gablin were invited as Subject Matter Experts (SME's) for REI. They were supported by Jim McClay. SMEs participating on SRMP's do not get to vote on the change as do "panel members." Their role is limited to providing technical guidance relating to REI and pointing out potential safety-related issues that may have been missed. Participants involved in the SRMP are not supposed to debate the change, just the risks associated with the change. If a modification is proposed that can reduce a risk, it may be considered for implementation.

Safety related concerns were voiced by REI SME's and AOPA about the proximity of the Class D shelf to the REI traffic pattern, and the expansion of Class D airspace being monitored by SBD tower without radar. The SRMP report is currently being finalized.

Notice of Proposed Rule Making Issued for Airspace Change at SBD

The airspace modification being proposed at San Bernardino, once finalized, is law. As such, it was necessary for the proposal to go through the Notice of Proposed Rule Making (NPRM) process. The process included an opportunity for public comment.

The Federal Register published the NPRM for the "*Modification of Class D Airspace, Establishment of Class E Airspace; San Bernardino International Airport, San Bernardino, CA*" on October 11, 2024. That was just 2 weeks after the completion of the FAA's SRMP review of the change. The NPRM was also issued prior to the completion of the SRMP final report and environmental review of the airspace change. This appears to be a clear indicator that the proposal was being fast tracked.

The RAA produced a document from an FAA memo summarizing the airspace change proposal. It included background and illustrations of the airspace being proposed. Also included in the document is the RAA's assessment of the proposal. This information was shared with members and posted on the RAA Facebook and Instagram accounts to provide background to help those that wanted to comment. AOPA provided some guidance that we shared with members on the comment process. Commenters were advised to identify issues with the proposal, express disapproval if warranted and to state the reasons why. Instead of just saying "no," commenters were encouraged to provide alternative or compromise suggestions where possible. All comments submitted are public records and could influence the FAA to modify the proposal.

The original deadline stated in the NPRM for comments was **November 25, 2024**. On November 25th, we learned the comment period for the NPRM had been extended until December 10th. There were 46 comments submitted as of the close of the comment period. Most of the comments were thoughtful and detailed. None of the comments supported the proposed airspace change. Comments were made by a few residents near both airports with concerns about noise and overflight. One commenter was critical of the fact that an environmental review had not been completed.

There were no comments submitted to the NPRM from City of Redlands staff or the Redlands Airport Advisory Board (AAB). An AAB member did draft comments for submission from the board, but city staff would not allow “official” city comments without them being reviewed and approved by the Redlands City Council. A motion was introduced at the 11-21 AAB meeting for the city council to investigate the status of the environmental review that the FAA is supposed to do as part of the airspace modifications. We will keep all advised as to the status of the airspace change proposal.

REI Airport Improvement Grant Activity

At the November Airport Advisory Board meeting, Airport Supervisor AJ shared what appears to be a revised 5-year plan for FAA grant projects. What changed? There was no mention of any perimeter fence project. Why, despite a pending Wildlife Hazard Assessment the city commissioned with grant money to assess REI wildlife hazards, Airport Supervisor AJ believes the coyotes help manage bird hazards. So, in his opinion a wildlife fence that prevents coyotes from entering the field may create a bird hazard issue at REI.

Here’s some items he shared will be in the revised 5-year plan:

- **Design and engineering of helicopter parking area on west ramp.**
- **AWOS-2 weather station**
- **Disadvantage Business Enterprise Plan and Methodology (if needed)**

The good news is the City of Redlands is taking advantage of the FAA Airport Improvement Plan grant program. Here’s a rundown of KREI grant projects recently completed or in process.

Runway and West Ramp Pavement Rehab Project

A \$616,499 project to resurface the REI runway and west apron and replace striping was completed on November 19th. Construction started on November 12th and was originally estimated to continue until November 26th. The project was funded primarily with an FAA grant. The resurfacing with approved coatings will enhance safety and is intended to extend the life of the pavement. The runway and west ramp look great!



At the November AAB meeting, we inquired about the status of the REI compass rose and what appears to be some mismarked tiedown spots just north of the Coyote hangar complex. Airport Supervisor AJ shared the contractor painted the tiedown stripes in accordance with the existing airport striping plan. The loss of the REI compass rose was an unintended consequence of the project. It was covered by the new slurry coating. Airport Supervisor AJ shared the city is not replacing it, because it was not painted or approved by the city. It was something done by users (John Krueger). An RAA volunteer project to replace it is something that will be discussed with members and the city at a future date. **THANK YOU** to the contractor for getting the project done ahead of schedule, to the City of Redlands and the FAA for their commitment to improving REI’s runway and west ramp!

Airport Layout Plan (ALP) and Narrative

Airport Supervisor AJ announced that the FAA has approved the ALP and the associated narrative. The updated plan was requested by the FAA as a requirement for REI to continue receiving FAA grants. It replaces the last airport layout plan prepared in 2008. We will share a copy on the RAA website when it is available.

Wildlife Hazard Assessment

This assessment was initiated in early 2023. It was initiated as a result of significant coyote activity at the airport. SWCA Environmental Consultants and Coffman Associates prepared the assessment. The assessment has been forwarded to the FAA for review and approval. Once the FAA reviews they will determine if REI needs a wildlife hazard management plan. The wildlife hazard management plan may include requirements to repair or replace REI's perimeter fence.

Security Camera Station Redeployed at KREI

If you haven't noticed, the city's mobile video camera station has been quietly deployed adjacent to the lobby once again. We are hearing (from an RAA member) there was no recent crime that prompted its return. The member who shared was told the city did this because of the previous history of break-in and vandalism issues at the airport and because the city had purchased a second camera station.

Video cameras at REI have a long history. The city installed quite a few video cameras approximately 25 years ago. You may see some of the old bulky cameras still installed around the airport. They were monitored by the Redlands Police Department for a couple of years. Connectivity and manpower issues resulted in the cameras not being monitored. Airport Supervisor Bruce Shaffer installed additional cameras during his tenure at KREI around 2018.



We are not aware of anyone that has been arrested or even charged with a crime from video taken from camera installations. It appears their primary value is deterrence if their location is visible. The security camera station is certainly visible, especially with its blinking blue lights. We are glad it is onsite. Thank you, City of Redlands!

Status of Redlands Airport Lighting and Signage Repairs

At the November Airport Advisory Board meeting, Airport Supervisor AJ shared that the city has issued a purchase order for the repair of KREI's Precision Approach Path Indicator (PAPI), Runway End Identifier Lights (REIL's) and damaged runway exit signs. The contractor will also be providing the city some frangible couplings so the "Fly-Friendly" signage in the run-up area can be reinstalled. AJ shared he would investigate relocating the sign to an alternate location near the perimeter fence as the sign has blown over at its current location at least 3 times. The work will still need to be scheduled with the contractor and that may delay the work into January.

The REI Rwy 8 PAPI has been out of service since September 2020. It is not clear as to when the REIL's stopped working. These facilities replaced incandescent fixtures as part of the LED lighting replacement project that was performed in 2017 and 2018. Repairs to these facilities will certainly be a safety improvement for night operations.

Plane or Treat 2024 was a Big Success!

The City of Redlands has once again sponsored the Plane or Treat Halloween event at KREI. This is the third year this event was held at the airport. This has shown itself to be a popular event in the community because it is a safe alternative to kids going door to door to collect Halloween candy. The airport has also shown itself to be a popular venue for kids and parents attending this Halloween celebration. You can't go wrong trick or treating while seeing airplanes and speaking with pilots. The event is beneficial to the airport too as it brings the community to the airport. All of this promotes the airport, aviation, and airport businesses. With all the residences near the airport it is great to build good relations with our neighbors. Good relations with the neighbors will also build support for the airport.

It was a smaller crowd this year than the two years previous. There were an estimated 1700 attendees. It was still a great turnout. Conflicts with the approximately 20 other Halloween events in the city on that date may have been the reason. The smaller crowd allowed airport tenants handing out treats and displaying their planes to spend time with guests talking about planes, flying, and the airport. The city furnished approximately \$3000 worth of candy that was handed out at the event. The Redlands Police Department, Fire Department and Animal Services were also at the event to speak with guests. The city also promoted the event within the community. Cadets from Redlands CAP Cadet Squadron 411 did a fabulous job escorting guests on the ramp and restocking volunteer pilots' candy supplies. There were food vendors and a bounce house for families and kids to enjoy. Thank you to the City of Redlands and all the volunteers that made this event a success. You can view pictures on the RAA website at this link: [Plane or Treat 2024](#)



Redlands Airport Association is Now on Instagram

RAA Director Wayne Reid has a real knack for social media. He recently set up an Instagram page for the RAA. It is linked to the RAA Facebook page, so Instagram posts are also shared on our Facebook page. All of this has helped the RAA's social media presence to grow and thrive, reaching impressive new milestones. Our Facebook page now garners over 22,000 views each month, with a steady increase in new followers. Additionally, our recently launched Instagram account has quickly gained traction, amassed nearly 200 followers and reached approximately 2,000 people with engaging posts. Both platforms prominently feature links to our RAA website, which has also seen a significant increase in traffic and membership inquiries. Highlights like our board member spotlight and other community-focused content have been especially successful in driving interaction and fostering connections within our aviation community. Thank you, Wayne Reid!!!

Coyote Aviation Lease Dispute Update

RAA Member Gil Brown



As the land lease dispute between Coyote Aviation and the City of Redlands nears the five-year mark, Coyote news is good. After years, our small airport business is gaining traction in the courts, helped unwittingly by the city. Untruths distributed by city personnel in filings or in the public arena have nourished Coyote's efforts.

Coyote Aviation's two legal actions are proceeding smoothly through the legal system. The first, a consolidated appeal of the dismissals issued by the San Bernardino Superior Courts, is on the doorstep of Oral Arguments, the highest level in the California State Court of Appeals process.

The second case charges five causes of action: 1) Conversion, 2) Breach of Contract (for denying the demolition permit, 3) Specific Performance, 4) Negligence, 5) Intentional Infliction of Emotional Distress, and 6) Fraud. As RAA members may remember, a jury trial is scheduled for July 21, 2025. If the first appeal (see paragraph two, above) is granted, though, the second case may ultimately be unnecessary.

The City of Redlands has submitted a legal motion for a demurrer on the second case. Fortunately, the new Judge, the Honorable Nicole Quintana Winter has tentatively ruled against the city's efforts. RAA members may recall that the city was able to get a dismissal of Coyote's breach of contract charges in 2022 on a demurrer. It was a crushing blow then. That ruling is being appealed. If the city wins another demurrer now, it will be a real setback. We will need help.

If able, please attend the next court hearing, likely to be scheduled in mid to late January of 2025. It will be in department S-29 on the eighth floor of the Superior Courthouse on 247 W 3rd St., San Bernardino, California. Your support will show our new judge how valued Coyote Aviation is to the Redlands Airport and community. It will help to stop the city's attempt to throw out our case. It will also signal the beginning of the end for the city and our long battle. **I will let everyone know the exact date as soon as it is put on the calendar.**

We at Coyote convey our sincerest appreciation to RAA members and the public who have stood with us during the lengthy battle with Redlands. Special gratitude goes to Redlands residents who have kept "We Support Coyote Aviation" signs on their property, to those who have voiced concern to City Council members about Council's actions, to those who have written letters to the editor of *Community News*, and to those friends who have made the significant effort to attend court hearings. I am moved beyond words by the help of the Association and the public. Without it, we would have been long out of the battle. Our progress is due to the involvement of our incredible allies.



The Latest on SoCal Airports Under Duress

RAA President Ted Gablin

As we have shared at many RAA meetings, we do have a few 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 being faced by airports in our local area.

Whiteman Airport (KWHP)

There have been calls by neighborhood activist groups to close KWHP after some very public and sensational aircraft accidents near the airport. Remember the Cessna that was hit by a train after landing short of the airport? The airport sponsor LA County (LACO) is going to spend \$1.3 million to study the value of the airport and the impacts of closure. Local pilots and airport advocacy groups are rightfully concerned and are engaged to oppose any attempts to close

KWHP. Airport advocates believe the neighborhood activist group's real motivation to close the airport is to use the valuable airport property for future real estate projects.

A recent public records request to LACO by National Business Aviation Association (NBAA) volunteer attorney, Daniel Spielfogel, has revealed that LACO purchased property for the airport in 1999, and it was 90% funded by an FAA airport improvement plan (AIP) grant. AIP grants used to purchase property include a grant obligation to keep the airport open in perpetuity. This information and documentation about the 1999 FAA grant were submitted by airport advocates during public comments at a LACO Board of Supervisors meeting. They did so with the hope the closure study would be delayed or cancelled. Unfortunately, the LACO Board of Supervisors agreed on October 22 to expend \$1.3 million "to conduct an economic impact analysis and land use study for the potential repurposing of the Whiteman Airport". The expenditure will be partially subsidized with \$350,000 from the LACO Department of Public Works Aviation Economic Fund. This fund is the county aviation enterprise fund. Opponents of the closure believe utilizing these monies to study the closure of the airport may be illegal.

KWHP is one of five LACO airports. It was built in 1946 and acquired by the county in 1970. According to the county department that requested the closure costs and land use studies, "the airport plays an important role in the local and regional transportation networks, with more than 82,000 takeoffs and landings annually. More than 600 general aviation pilots are based at Whiteman Airport, which also hosts numerous Sheriff, Fire, other law enforcement, disaster response, and news gathering flight operations each year."

Torrance Municipal Airport - Zamperini Field (KTOA)

The Torrance City Council placed Measure TC on the ballot on November 5th. This measure revises multiple provisions of the Torrance City Charter. Of interest to the aviation community is that it deletes the existing [Article 15](#) of the city charter. Article 15 is the city law concerning the airport fund. The fund is used to account for revenue received from fees, tolls, rentals, charges, and proceeds from the sale of property in connection with the use or operation of any city airport facilities. The city then uses the funds to pay for airport improvements and maintenance. Leftover funds can be used for other purposes. After Article 15 goes away, the city will have complete discretion on what they can do with airport revenue. That rightfully concerns TOA users. KTOA has not taken any FAA grants and consequently has no grant assurances. With the repeal of Article 15, airport revenue generated at KTOA can be used elsewhere in the city. Unfortunately, Measure TC was approved by more than 70% of voters.

On 2/1/2024, the City of Torrance began collecting landing fees from all Torrance Airport customers (except for the Robinson Helicopter Company) under Resolution 3927. The fees, the City stated, ". . .are necessary to offset the City's costs incurred in maintaining and operating airport facilities." No studies, documentation or any support for this claim was ever presented. In fact, over the past 10 years, the City's own public records show that it has transferred over \$10 million annually into the General Fund from the Airport Fund because it claimed this money wasn't needed for operation and maintenance of the airport.

Two local airport groups have filed lawsuits against the city of Torrance for ordinances and resolutions they issued that affect aircraft operations and pilots using the airport. On 3/8/2024, the Torrance Airport Association (TAA) filed a lawsuit in Los Angeles Superior Court. TAA claims that the landing fees constitute an illegal restriction on aircraft in flight and, as such, are preempted by Federal Law, and the fees are arbitrary and capricious because they were not supported by substantial evidence of their economic need. The TAA lawsuit asks the Court to order the city to vacate and repeal Ordinance 3927 and refund all landing fees collected. The city recently filed an Answer to the TAA complaint and, as a result, TAA filed an amended complaint to include the City's discriminatory exclusion of Robinson Helicopter Company from paying landing fees.

The Zamperini Airfield Preservation Society (ZAPS) filed a lawsuit in Los Angeles Superior Court in April 2024. It sought the repeal of Torrance Municipal Code (TMC) sections 51.5.1 through 51.5.7 and vacating Torrance Ordinance 3930 (which bans touch/stop and go operations at any time and allows full-stop-taxi-back and low approaches only at certain times).

ZAPS claims the city has no authority to enact this ordinance because the US Government has exclusive sovereignty of airspace of the United States. The lawsuit alleges that these attempts by the city to regulate the airspace above Torrance or the Airport are preempted, invalid, and unenforceable. The City of Torrance responded to the ZAPS complaint, denying all of the allegations it contained. The city later requested that the suit be removed to Federal Court. ZAPS agreed. The Federal Court set a Scheduling Conference for 1/14/2025, which will determine the schedule for further actions and trial.

Banning Municipal Airport (KBNG)

As we shared in May of this year, US Senator Alex Padilla submitted an amendment to the FAA Reauthorization bill at the last minute. The amendment, which was adopted, allows the city to close Banning with some conditions. Two of the most impactful conditions are the city must repay the US government for any unamortized grants and for 20 acres of land they gave to the city for the airport in 1983 at current market prices.

So, what has happened since? It does not appear the City of Banning has taken any action to follow through on the conditions for airport closure. Perhaps it is because 2024 was a big election year for the City of Banning. There were 4 members of the 5-member council up for reelection.

A Banning pilot and staunch airport advocate, Harry Sullivan is a long time Banning resident. He saw an opportunity to run for city council and stop the closure attempt. He filed candidate papers with the hope of getting on the council. He teamed up with three other airport friendly candidates with the hope that if three of them were elected they would be a majority on the council and change the course of not only the airport closure, but other issues requiring attention in the city.

Harry Sullivan was not elected to Banning City Council, but the three airport friendly candidates were elected. Harry has said they will stop working on closing Banning airport. Jol Silversmith, a contract attorney that does work for NBAA has shared that if Banning applies for an FAA airport improvement grant it will nullify the language in the FAA Reauthorization bill that allows Banning to close the airport. This was confirmed by Jared Yoshiki, AOPA Vice President Airports and State Advocacy. AOPA is following up with the candidates on next steps.

Santa Monica Airport (KSMO)

The Los Angeles Chapter of the 99's International Organization of Women Pilots (LA99s) achieved a small win from the Santa Monica City Council. Back in May 2019, the LA99s filed an application to establish the Compass Rose at Santa Monica Airport as a historical landmark. The compass rose design (pictured) was developed in 1939 by Wilma Fritschey, a LA99 based at KSMO. This was the first time a Compass Rose was nominated as a historical landmark. In September 2019, after hearing two hours of presentations about the significance of the Compass Rose, the Santa Monica Landmark Commissioners unanimously voted to approve the nomination. Shortly after the designation, an appeal was filed to overturn the decision.



On November 11th this year, the Santa Monica City Council heard from many supporters of the LA 99's Compass Rose historical landmark designation. The council voted unanimously to retain the KSMO Compass Rose historical landmark status as a tribute to women in aviation. Congratulations LA99's!

An Old Dog with New Tricks

RAA Vice President Tony Digati



It is simply amazing what little airplanes can do today! When I got my Stinson, which was in 1987, I was so happy to have something of my own to fly. No more going through two different rentals to see which one was less bad, I would have my own airplane! I'm not complaining, but it was equipped with a wet compass, a transponder, some engine gauges, and a Narco Escort 110.



Now those of you not familiar with a Narco Escort 110, it was a wonderful Nav or Comm, notice how I didn't say Nav/Comm? Bottom line, you could talk, or you could use the built in VOR/Indicator, you could not do both! Notice only 1 place on the frequency display? It could not even talk on Redlands Unicom today. I mostly navigated in those days with a chart on my lap and the compass.

A few years later, you could buy the latest and greatest navigation systems based on LORAN-C, now this would be like a rudimentary GPS with a lat/long readout, a course direction, and a speed readout. No maps, no flight plans, just numbers on a screen. They did not work on satellites, these were ground-based systems, with transmitters along the coastlines of the US. So pretty much eastern Nevada/Arizona they didn't work anymore until you got either to the Great Lakes or the East coast. Hot damn. By the way, they were NOT cheap either, when I bought one for the Stinson

it was \$1400 in 1990. I tried to find a picture on Google, but could not, the one below is close, they were short lived. At the same upgrade, I dumped the Escort 110 and installed a King KY97A comm only.



Back then I had some buddies that worked at Bracket Tower, they told me when I installed the new comm I sounded like a TV station! There were a lot of “say again” with the old Narco!

At the charter company in the early 2000’s we pretty much had the latest stuff, we never upgraded the planes, they just were newer and came with more stuff. One of the planes had an early King package, state of the art, in the 80’s and 90’s. KX-155 (digital radios with all the channels), the nav side worked perfectly BTW. It had this device called a KNS-80 as the 2nd Nav receiver. Not only could you string together a flight plan with this thing, but you could internally MOVE the VOR’s to a straight-line course. The only thing was you needed a supplemental degree in programming to make it work. This was also referred to as RNAV, hot stuff.

In the office, we had a system called WSI, the service was like \$1100 a month, had a satellite dish on top of the hangar and we could get REAL live weather with graphics and tracking and we could also see all the planes flying in most of the world (Kinda just like what an iPad can do with Flight Aware, only for \$1100 month). On any given weekday in those days, there were usually 3-4000 aircraft flying in the US (at least with transponders). I remember on September 11th, 2001, we watched the display decrease from the usual 4000 to about 100 in a few hours. It was like that for a few days after, only the Military was flying, and we couldn’t see them. For days we basically saw no flying, that was really strange.

KING KNS 80
SILVER CROWN INTEGRATED NAV SYSTEM

Complete NAV/RNAV/DME/ILS Unit

- 200 channel VOR/LOC receiver
- 200 channel digital DME
- Digital RNAV computer with exclusive capability for pre-selection and storage of 4 VOR/LOC frequencies and/or complete RNAV waypoints
- 40 channel Glideslope receiver

All these capabilities fit in a panel space only 6 1/2 inches (16.0 cm) wide and 3 inches (7.6 cm) high and require only 12 inches (30.5 cm) behind the panel. It weighs only 6 lbs. (2.7 kg) and will operate on any voltage from 11 to 33 volts with no modifications or accessories. Extensive use of Large Scale Integrated (LSI) circuits makes possible its small weight, size and low (25 watts maximum) power consumption. Even with the low power input, run air cooling is recommended for greatest reliability. This brochure is designed to acquaint you with the functional capabilities, controls and displays of the King KNS 80. But to appreciate fully its ease of operation, its convenience and its capabilities check with your nearby King Sales and Service Center. A more detailed Pilot's Guide is available upon request.

King Silver Crown

KING
Tomorrow's Avionics Today... from KING of course

My Twin Comanche came with a state-of-the-art full King package with Piper Autocontrol III autopilot in 1965, must have been cool as they flew the plane 2000 hours and wore out both motors by 1969. But along the way, until she found her way into my hangar, it was a dismal mixture of old Avionics. The first thing I had to do was put in a new transponder with ADSB, just to be able to use the plane, but vowed to do something with that panel. 3 Years later, I was able to do some upgrades. I was lucky my vacuum pumps never died, but always a nagging worry. 1st item, no more vacuum, 2nd item I want an autopilot that works, 3rd item, IFR GPS. I would have to live with the old TKM #2 radio VOR/GS.



I think back to the days flying around using a chart and a compass and I enjoyed the heck out of it. Now, I get traffic on my iPad, traffic on the GI-275's, no more vacuum, no more setting the DG before takeoff, I can set in an altitude and course before takeoff and the plane will fly it or I can. It has envelope protection, which essentially won't let you die, you can be in a 60-degree bank in a dive or climb, press LVL and it corrects to straight and level. It even has a yaw damper which is nice in a twin or Bonanza. Now I am the cheapest guy you will ever meet, and yes this was expensive (at least for me), but if you compare what that King Gold Crown Package cost in 1987 to the cost/capabilities these items cost in 2024! That King Package back then cost over \$50,000 *uninstalled*, and that's 1987 dollars. You probably could have bought a couple of houses for that back then!

And just some food for thought, the things you didn't expect, the things you always use....the Audio Panel. My gosh, who thought of all this? First the sound through the headsets now is incredible, your right seat passenger primarily comes out of your right earphone, your rear seat passenger you hear from *behind* you. You can Bluetooth your phone to the audio panel and make calls from the ground. You can play your music off your phone through your headsets. It goes on and on. Had I known what a new audio panel can now do, I would have put that in prior, I had no idea. The single biggest bang for the buck.....was the audio panel, who knew?

Do you *need* any of this stuff? No not really, I can fly just fine looking out the window at a road or a railroad track. Ask a cub pilot, he doesn't even need to look at the airspeed, the door is a perfect airspeed indicator. But I don't need a big TV either or noise cancelling headsets, I like them. I don't need a GPS, but it sure makes it nicer. I guess I'm getting old and weak. The capabilities today are amazing, but just like anything else you are limited by your pocketbook. Choose wisely grasshoppers, do some research, find a reputable shop, let them install it, test it, and prove to you it all works. We've come a long way since I began to fly, but the avionics capabilities available today and the relative prices compared to the old days are pretty incredible!

Have a Wonderful and Prosperous 2025!

Stuff a Plane Charity Toy Drive 2024

Another Success!

RAA Secretary Cindy Gablin



We did it again! The RAA had another successful toy drive this year to benefit The Salvation Army San Bernardino Corp. The Salvation Army is one of the largest charitable & service organizations in the world. They have been servicing the San Bernardino County area since 1888. We are very proud to be able to help them this holiday season.

We had some great donations from the multiple businesses and organizations in Redlands, Mentone, Yucaipa, Calimesa, Rialto, and Fontana. Many of them participated last year and challenged themselves to outdo previous years and they did! That part of the toy drive began on November 1st and ran through December 6th. Here is the link for photos with some of our collection box sponsors: [2024 Stuff a Plane Collection Box Sponsors](#) We have a list of those businesses and organizations on our web page at <https://raacp.org/stuff-a-plane-toy-drive/> Please return the favor by supporting those businesses and organizations.

December 7th was the final collection day at the Redlands airport lobby and patio. We invited guests from the local community as well as our airport community to visit and drop off a new unwrapped toy. Some of our biggest donations came from Best Choice Products (BCP), which is RAA member Daniel Turner's employer. They donated 20 guitars, electric and acoustic at the event. They also donated another 60 guitars a few days after the event to the Salvation Army San Bernardino Corp. This is the third year they have made large donations at our toy drive events. SoCal Jeep Gladiators drove in with two jeeps fully decked out for the holiday and full of toys to donate. This is also their third year joining us. Rialto Rotary, Rialto Women's Club and Fontana-Rialto Elks Lodge combined have donated to our toy drives for many, many, years. They have always had at least two truckloads of toys each year and they didn't disappoint this year. We also had some generous cash donations to The Salvation Army San Bernardino Corps. The Redlands Police Officers Association (RPOA) once again presented a check for \$500 to Salvation Army Major Isaias and Aldama Braga. We are thankful for all the wonderful donors, large and small.

RAA cooks, Daniel Turner, Allen O'Neil, and Thomas Edgar flipped pancakes & sausage in the morning and burgers & hot dogs for lunch. Lynn O'Connor and Carol Brown served up most of the meals, but not as much as we had hoped. We actually had food left over this year, both breakfasts and lunches. I wish we had more people from our airport community come out to enjoy an inexpensive meal and donate a toy. Thanks to Sherry Ferar for handling money and promoting key chains sales.

It was a beautiful day for a fly-in. We had pilots come from San Diego, Cable, French Valley, and Flabob. We also had military aircraft for our guests to view. Len Ingalls Fairchild PT-19, Annabell, was the official "Stuff a Plane" this year. It was on display and was used to place toys around. Len's buddies from Cable flew in a Piper L-4 and a Vultee BT-13. We sponsored a Historical Aircraft Display Day at the event but was disappointed on the number of aircraft that showed up for that. Russ Clyde told me he only had 4 aircraft to sign off.

In the airport lobby, we had tables set up for The Salvation Army, San Bernardino Valley College Aviation Department, and Learn to Fly LLC. Allen Thoe and the CAP Squadron 411 set up their flight simulators for everyone to enjoy. Santa (Bob O'Connor) came in about 10:00 in Larry Rice's plane. He was seen sitting on the wing as they taxied by. Santa made a huge impression visiting with the children and handing out candy.

The RAA also hosted a LifeStream blood mobile for those wishing to donate blood. Daric Williams, our LifeStream Regional Accounts Manager, helped promote our toy drive as well as the blood drive on social media. He let me know 12 people registered and 3 were deferred. They ended the day with 9 units of blood and 5 of those were first time donors. Thank you to those that donated!

At the end of the day, all volunteers helped stuff the box truck The Salvation Army brought with them. It was a great feeling to see that box filled. Here is the link for photos taken by Walt Ferar, Gil Brown, and Lynn O'Connor of the event: [12-7-24 Stuff a Plane Charity Toy Drive Event](#)

I want to thank all those that volunteered their time; from placing & collecting toy collection boxes, placing flyers, posting on social media, cleaning, setting up the lobby and patio, and participating on Saturday with the actual event. A big shout out to the CAP Squadron 411 cadets for all their help as well. Thanks to Wayne Reid for creating an RAA Instagram account and continuously posting and hyping the event. It's the volunteers that make the Stuff a Plane Charity Toy Drive such a success. Thank you all!

The RAA members present at our regular meeting voted to donate \$700 to buy toys for the drive. Lynn O'Conner and I went to Ross and Amazon and spent a total of \$690.39. The total expenses for the actual event, including the Santa suit, insurance, food, and incidentals were \$674.99 and proceeds were \$727 which came from the meals, key chains, and donations. We came out \$52.01 ahead, not too bad. Lol.

On Tuesday, December 17th, I received an email from Steven Pinckney, The Salvation Army San Bernardino Corps Business Director. He shared that we collected 860 toys, 80 guitars from BCP, 3 bicycles, and \$621 in checks/cash. He also shared that the Redlands Airports Association Stuff a Plane Toy Drive is their largest donation event conducted by an outside group. It's nice to know our event makes a huge difference for the community!

The biggest reason the RAA hosts the toy drive is to support the wonderful things The Salvation Army San Bernardino Corps does for the local communities of Bloomington, Calimesa, Colton, Grand Terrace, Highland, Loma Linda, Mentone, Muscoy, Redlands, Rialto, San Bernardino, and Yucaipa, as well as the mountain communities of Big Bear, Lake Arrowhead and Running Springs. The Salvation Army receives applications from low-income families for help during the Christmas holiday. The applications include the number and age of the children in those families. Based on

these applications and the family's needs or requests, the toys are sorted and bagged. Cash donated is used to purchase food and gift cards as well.

The toys we collected were sent to the Salvation Army's facility in Redlands and combined with toys collected by other organizations, including Yaamava' Resort & Casino at San Manuel. They were sorted and on December 19th, the families came to pick up the bags of toys allotted to them and a food box in time for Christmas.

On behalf of the RAA and The Salvation Army San Bernardino Corps, I would like to thank all those that donated toys or cash, and to all the volunteers at the toy drive event. You helped to make this Christmas a happy one for those in need.

THANK YOU ALL AND MERRY CHRISTMAS!!!

Wreaths Across America - Hillside Cemetery Redlands

RAA Secretary Cindy Gablin

Wreaths Across America is a nonprofit organization that honors veterans by placing wreaths on their graves. This is an annual event that occurs each year in December. The goal of the event is to remember and honor fallen veterans and teach younger generations about the value of their freedom. On December 14th, volunteers including at least 12 RAA members gathered at the Hillside Memorial Park Cemetery in Redlands to place wreaths. It was a beautiful day, and a lovely ceremony put on by the City of Redlands. RAA member John Krueger played taps, and Rose Krueger placed the wreath in honor of the US Army. Once the ceremony was concluded, the volunteers walked thru the cemetery placing 612 wreaths on the graves of the fallen veterans or for those that served in the military.



Ted's aunt served in the Army, and I was honored to place a wreath on her grave.

2024 RAA Holiday Dinner at Mill Creek Restaurant

RAA Secretary Cindy Gablin

On December 13th, thirty-three people from Redlands Municipal Airport gathered at Mill Creek Cattle Company in Mentone to enjoy camaraderie and holiday cheer. We made a reservation for 40 people, unfortunately a few couldn't make it due to illness or sitter issues. The room was decorated beautifully for the holiday, tables set, and our servers were ready to accommodate us with drink orders the minute we arrived. We were offered five choices for dinner, and I heard all were delicious and plentiful. Mill Creek always treats us well and I believe everyone had a great time!



After we ate, twenty-one of us participated in the White Elephant Gift Exchange. I believe a few more wished they had as well because it was a blast. Some of the gifts were hilarious, some fun, and some really nice. There were more gifts stolen this year than last year, which added to the excitement. I think Walt Ferar got the prize for most gifts stolen this year. Check out this link for some more photos from the event: [2024 RAA Holiday Dinner](#)

10 strategies to Avoid a Mid-Air Collision

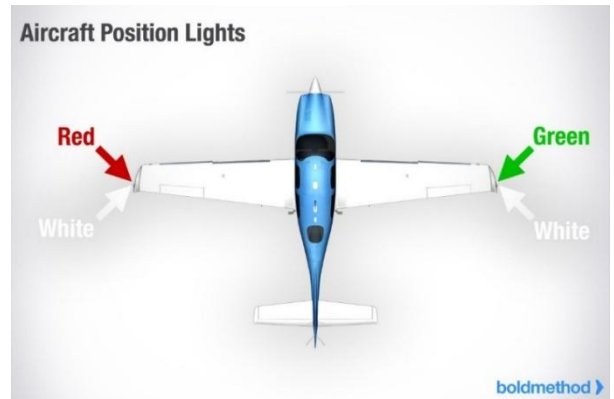
By RAA Safety Officer Larry Rice, Bold Method and FAA Safety



Have you ever experienced a near miss? What could you have done differently? Follow these strategies to mitigate the risks of a mid-air collision...

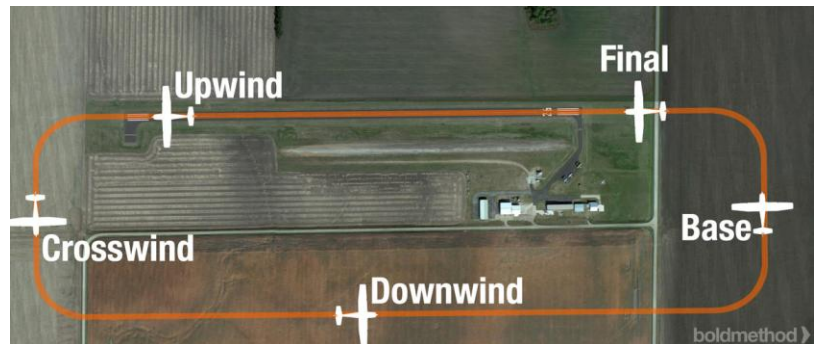
1) Remember The Location of Navigation Lights

Do you fly at night? Red is always on the left wingtip, and green is always on the right wingtip. A pulsing, red beacon light should be located on the tail of the airplane. If you can remember these lights, you'll be able to tell which direction an airplane is headed in low light conditions. For instance, if you see just the green nav light and beacon, you are to the right of the opposing traffic.



2) Verify Which Traffic You're Following

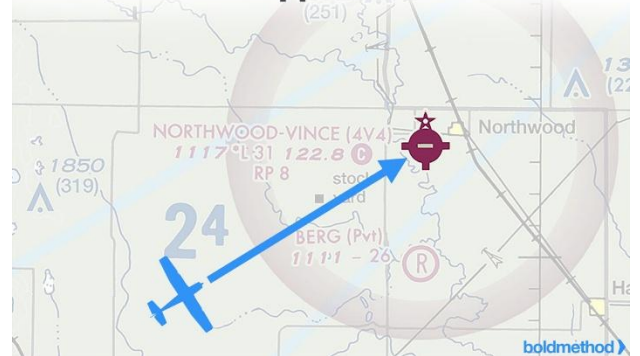
If you're flying in a busy traffic pattern, always be careful to ensure you're following the correct traffic. Making a base turn too early could result in you cutting off another airplane on final if you're following the wrong traffic.



3) Make Specific Radio Calls

Have you ever heard a radio call and wondered to yourself, "where on earth is that airplane?" Non-specific radio calls leave other pilots confused. Try to be location specific as possible, by transmitting location, direction of flight, and intentions. Avoid naming specific landmarks that may only be familiar to local pilots.

First radio call: approx. 10 miles out



4) Look outside not at your Instruments

We have all heard the above comment from our CFI plus many more. As I am writing the paragraph I am trying to think of the ones I have heard from my CFI and the phrases that I have used on my students. One of the first ones that came to my mind was "you need to scan the sky." Ok, great how do I do that? Some others are "keep your head on a swivel," "if you look at the instruments again, I will cover them up," "See and Avoid," we have all heard and read about this phrase over, over and over again! It is a good one! "Look left and look right" before you turn, always make "clearing turns." Look all the way down the runway and beyond when preparing to land. There are so many more phrases that are used to help us avoid midair catastrophes.

Most if not all of us fly for pleasure so some of these skills may have escaped you over the years. As a CFI it is important to review basic pilot skills starting with visual skills outside the airplane to inside the airplane using instruments, and the great tool we have, ADS B IN. This should all be part of a Flight review.

Not too long ago I was talking with a friend of mine who is a retired airline captain with over 20,000 hours in heavy jets. I asked him a simple question. Do you and your first officer look outside during your flights? Before he said anything the look on his face told me the answer. “We are supposed to.” How does that make you feel? More importantly, how does it make you think and change your behavior while flying?

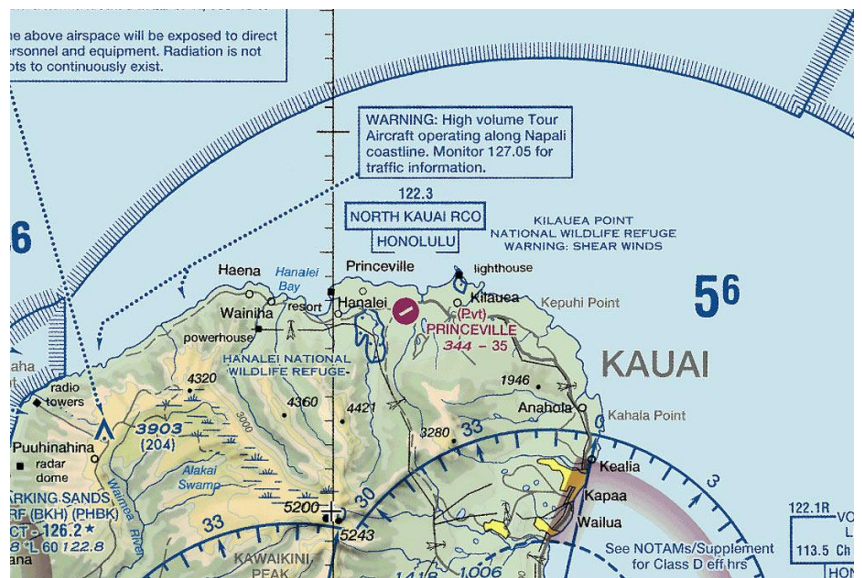
Back to the beginning “How do I scan the sky safely”?

- Scan slowly Focus on small sections of the sky at a time no more than 10-degree sections.
- Prior to any maneuver, visually scan the entire area for traffic
- Use ATIS information to understand visibility that exists and runways in use at an airport
- Beware of aircraft blind spots created by wings, and nose of aircraft during climbs. Perform maneuvers as necessary to check for traffic. Lower the nose during climbs, perform clearing turns or roll the aircraft to look below.
- Finally, CRM....Cockpit Resource Management. Engage passengers, adults and children, to help look for traffic during the flight. Let them know they are helping and of course “MAKE IT FUN”!



5) Always Monitor Local Traffic Frequencies

Traffic-heavy areas often have published advisory frequencies for aircraft to use. Always fly proper VFR altitudes and monitor these frequencies while giving occasional location reports.



6) Use Your Lights

Anything you can do to make yourself more visible to other aircraft is a good thing. While not required during the day, the expense of more frequently replacing a nav light is worth the added visibility. If anti-collision lights are installed, always use them unless you determine it's unsafe. Landing lights and pulse lights are also great tools to utilize, especially during takeoff, climb, descent, and landing.



7) If ATC Radar Service Is Available, Use It

If available, requesting VFR Flight Following from ATC is another excellent way to get traffic information. [Click here to learn how to use VFR Flight Following.](#)



8) Study Local Traffic Procedures

If you know the local traffic procedures, you'll have a much better understanding of where traffic density is coming and going. A good example is the flow of jet traffic to and from SBD that may conflict with REI traffic.

9) Memorize Right-Of-Way Rules

FAR 91.113 lists out the right of way rules for aerial traffic. Memorizing these rules comes in handy, especially when you need to make a split second decision on which way to turn to avoid another aircraft.

Think you know it all? A balloon and a flaming plane are on Final - Who Goes First?

From FAR 91.113: *An aircraft in distress has the right-of-way over all other air traffic.*



10) If The Traffic Isn't Moving, You're Likely on A Collision Course

Most importantly, if the traffic ahead of you remains stationary in your windscreen and against the terrain around you, there's a good chance you're on a collision course. You won't notice the size of that traffic grow in the windscreen until it's much closer - And it might be too late by then.



Flykrei Flyout to Harris Ranch Airport (207)

By Walt, Sherry & Peanut

On Saturday, the flyKREI@gmail.com group flew to Harris Ranch. It was a beautiful day of flying, couldn't ask for better weather. There were 9 planes that flew in, 19 people. There were pilots from Redlands, Lake Riverside, Hemet, Torrance, and San Louis Obispo. The Harris Ranch staff were great, they had a big table and a few side tables ready for us. The food was excellent as always. It was a great time had by all.

We hope to see you at the next one!

Walt, Sherry, and Peanut



2024 RAA Volunteer Extraordinaire Allen O'Neill



We have said it many times. Volunteers are the lifeblood of the RAA. We are an association of members, and we need members' support to carry out our mission by volunteering.

The RAA board recently decided to recognize an RAA member that has really gone above and beyond with his volunteer efforts at RAA events and with assisting members of the airport community. We appreciate Allen's help at events. He is an awesome cook! He did share he had a job as a cook at one point before beginning his teaching career.

He has also helped longtime airport tenants John and Rose Krueger on many occasions. Allen does have a special relationship with John. It turns out that John Krueger was Allen's primary flight instructor years ago. When the Krueger's wanted to attend an event at the Palm Springs Air Museum, Allen volunteered to drive them there. He has helped them both on many other matters too!

Allen is a regular attendee of the Wednesday luncheon in Bill Cheesman, and Tom Dobbertin's hangar. He almost always brings some potato or macaroni salad to share with attendees. Allen is just that kind of guy. So, the RAA has recognized his efforts by presenting Allen with a Certificate of Appreciation and a gift card for dinner.

Thanks Allen!

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

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

Annual RAA Member Dues - RAA dues of \$10 are payable in June. If you missed the date, it's not too late to get caught -up! Member dues are used to promote our airport and general aviation. **Almost all of it** gets used for projects, fun events, and expenses. If you haven't changed any of your contact information, you can renew your membership by simply paying your annual dues.

You can pay your dues through Zelle by sending your payment to our email: redlands.airport.association@gmail.com
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

Redlands Airport Association

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On the web:
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

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

Important Meetings

The Redlands Airport Association meets on the 4th 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. 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 t/c.

SERVICE: S4 FUEL 100LL 0X 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 invof arpt. TPA — 2503 (929) for fixed wing acft, N side of Rwy 08-26; 2074(500) for helicopter, S side of Rwy 08-26. Rmn vigilant to see and avoid 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

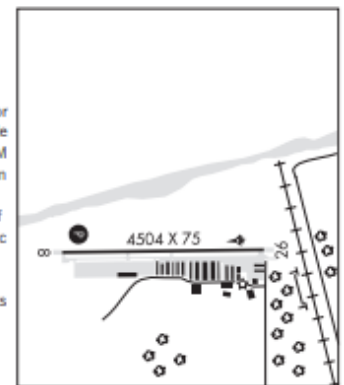
COMMUNICATIONS: CTAF/MUNICOM 123.05 (3 clicks for wx and adzy, 4 clicks for radio check.)

® SOCIAL APP/DEP CON 127.0 (North-NE)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

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Not for Navigation