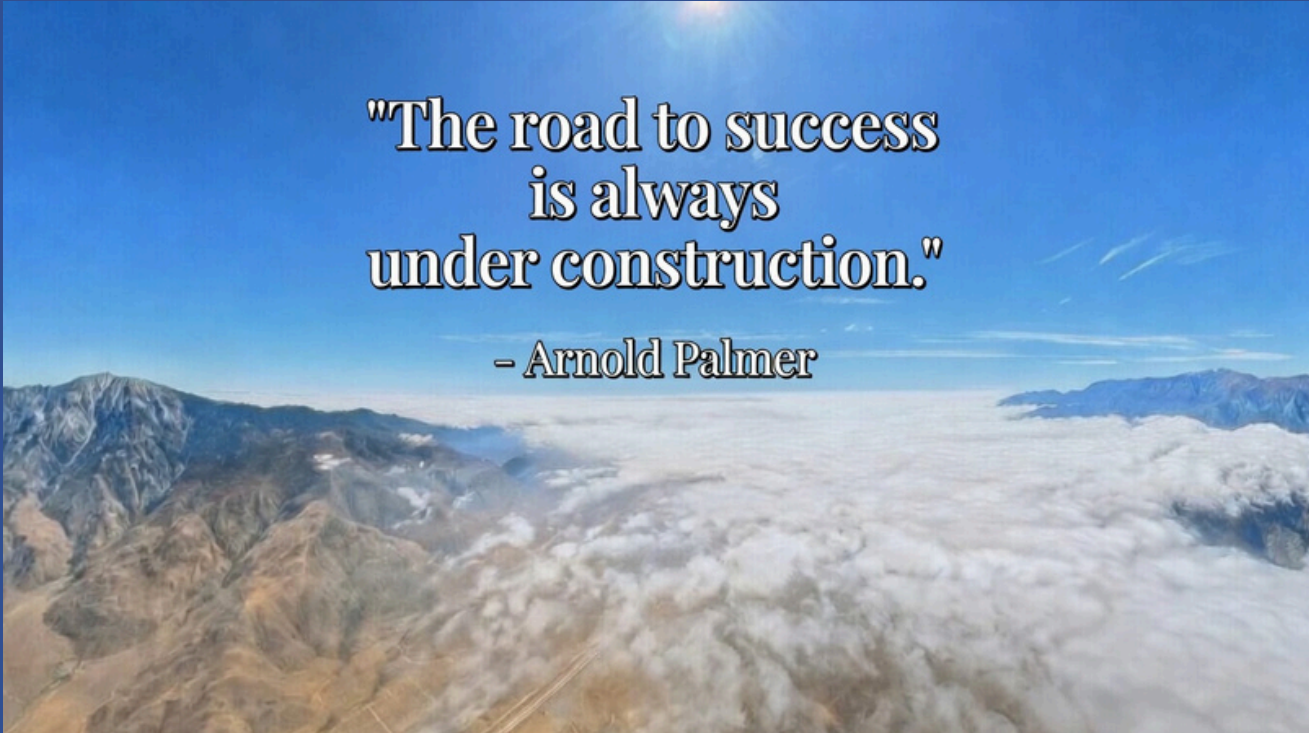




Into The Sky Monthly Newsletter

**"The road to success
is always
under construction."**

- Arnold Palmer



Banning Pass, CA between San Jacinto and San Gorgonio Mountains

May 2026 Stats

Flights: 8
Miles Flown: 4,040
Hours Flown: 13.17
Airports Visited: 5

Welcome to the June 2026 edition of the Newsletter!

Congratulations to dxxxxxxxxxxx6@gmail.com who won the Yeti rambler this month. Check your email, let me know which you want and I'll get it shipped out. Also, exxxxxxxxxd@gmail.com check your email, I'd love to send you a t-shirt.

In May there was a trip around the pattern, a weekend trip to AZ, a Memorial Day flight with some formation on the way to Nut Tree Airport to pick up our painting, and a day trip to Henderson. Weekly recaps on page 2.

If you don't subscribe yet it's [free to sign up](#). I never send spam or sell your information, and you just might get a t-shirt or Yeti rambler.

I did have one week in May that I just took a trip around the pattern to keep the streak going, but it's alive and well! I keep getting asked how long I will keep it going, and my response is "Until something gets in the way!" 92 straight weeks of flying are in the books. 😁 Maybe I'll let it go after 100, maybe not...

- Week 86 (May 3-9) This was a "just get in a flight week." After an early morning bike ride up Glendora Mountain Road to the lifts at Mt. Baldy (50.93 miles and 7,293' ascent) I got some stuff done around the house before heading down for a quick lap around the pattern.
- Week 87 (May 10-16) Our nephew was speaking in church Sunday following his 2 year mission in Brazil so we flew out to Mesa Gateway to see family. It was a fun IFR flight climbing out through a thin marine layer. A nice surprise was meeting up with my friend Mark and seeing his beautiful Mooney. He's based out of Riverside but happened to be at Mesa Gateway as well to visit his family and took the time to say hello! I love the General Aviation and especially Mooney Community.
- Week 88 (May 17-23) The return flight to CA ended with a Pop-Up IFR. About 50 miles out of Palm Springs I could see the clouds spilling over the San Jacinto Mountains. We could have ducked under them coming through the Banning Pass, but it was easier to pick up the IFR and descend through the thin layer.
- Week 89 (May 24-30) On Memorial Day we flew to Visalia to meet our friends Tim and Kathy and flew formation with them to the Nut Tree Airport in Vacaville where we met another friend, John. He is an AMAZING artist and created a painting of our Mooney. The painting is incredible! After lunch we flew back home. Three flights, 5:43 flight time, and 806 miles. May wasn't over yet, I capped it off with a day trip up to Henderson, NV and had a great burger at The Landings restaurant that I found on www.AV8Maps.com. They list restaurants, vacation rentals, DPE's, camping, and more!
- Honorable mention was watching Top Gun and Top Gun Maverick on the deck of the USS Midway May 22ns and 23rd



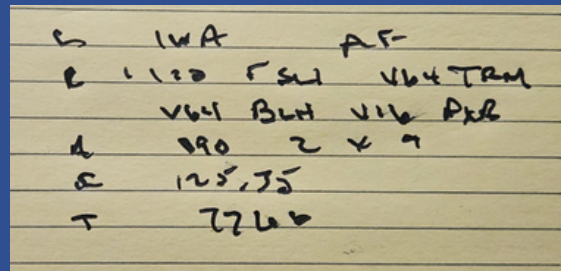
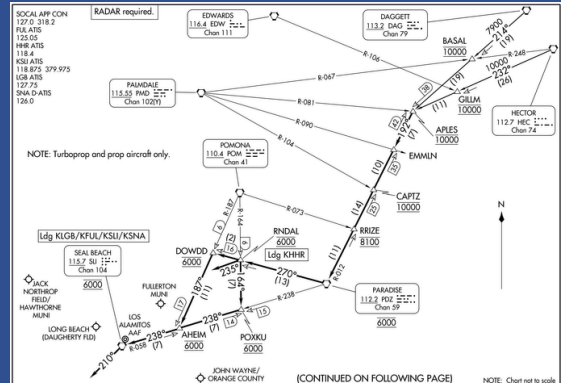
Featured Article

Hybrid Flight Plans - VFR to IFR

Why file a VFR flight plan and depart if you know that you are going to need to be IFR at your destination? Maybe I'm departing an untowered field and it is easier to pick it up in the air. Or often out here in the mountainous southwest where the MEAs are very high, I don't want to or possibly can't fly at the required altitude.

Sometimes the MEAs would put me in clouds under icing conditions, so it is better to stay VFR below the clouds. For example, on a recent flight from St. George back to SoCal, they would have put me at 12,000', right in the clouds at below freezing temperatures.

This is how I plan and execute a Hybrid Flight Plan. [Read more...](#)



Airport Communications	
ATIS:	135.475
AWOS-3:	135.475 Tel. 760-246-3635
VICTORVILLE TOWER:	118.35 282.225
VICTORVILLE GROUND:	124.45
JOSHUA APPROACH:	124.55 363.0
JOSHUA DEPARTURE:	124.55 363.0
EMERG:	121.5
CTAF:	118.350
ASOS at GX (14.3 W):	413.2 760-315-0639
AWOS-3 at SBD (30.9 S):	909-382-0067
D-ATIS at SBD (30.9 S):	124.175

Instagram Flight Highlights Click here for all the reels



Kathy's Corner

Dancing Around a Dream

Sometimes it hits me really hard, and I honestly feel like maybe I have written about it before. There's the elephant in the room, and every now and then I bump into it and it hurts. I first stumbled onto it when I walked inside a C-130 at the Chino Air Show. Richard's dad had flown C-130's and HC-130's in the Air Force. It was overwhelming; it took my breath away. The military heritage of Richard's family is poignant, and there have been great sacrifices made on behalf of our nation along with daring rescues. After growing up in the Air Force, he was excited for his future as a pilot. Richard only ever wanted to be a pilot—nothing else existed. There's a picture of him at about 6 years old, he had been sick for days and his dad let him put on his flight helmet to cheer him up, and it worked.

His first year of college he was in the ROTC, where there was a path for a pilot slot. Then he served a two-year mission for our church. Upon his return military cuts had been made and the only pilot slots were being assigned out of the Air Force Academy. He was newly engaged to a woman with a young daughter, and the Academy wouldn't be an option. He took a job as a parts driver and continued his studies in biomedical engineering. I often remark that he has the brains of an astronaut working at an auto dealership. He has built that job into a career and is now the CFO.

Standing on the deck of the USS Midway during Memorial Day weekend for the Top Gun 40th Anniversary was so fun, memorable, and historic. I wasn't expecting to bump into it, but I did. At sunset there was a beautiful flyover right across from us, and I suddenly felt immersed in that dream—standing on a flight deck surrounded by airplanes... He traded it all for something far better: fatherhood.

[Read more.....](#)

