



# The Southern California Flyer



Meeting 1st Saturday of month at 10AM

## Prez Sez . . . . . by — Glenn Frehafer

Since my return from Europe I continued to be encouraged by the activity in and about our recreational flying club. It seems that there is a steady stream of people interested in becoming members and learning how to fly ultralights, or anything for that matter. When talking with them they seem to be elated after hearing about our club and what we have to offer our members.

And why not! We have a great bunch of people in our membership and we are closely knit, with excellent experience to boot, and fun things to do. Personally I enjoy every one of you. When I come to the field and see you here working on something or flying it is always fun to stop and talk with you all and catch up with what you are doing.

I think that we have one of the best clubs around. I have heard about others that are failing for various reasons, or where there is discord among the membership, or no one wants to be a part of the leadership. We are very fortunate that those issues are absent here.



Bram's message last meeting was also encouraging. With the Mayor on board and the acceleration of the process for a lease extension consideration things are moving along well, and much quicker than I expected.

Now we are planning the Fly In. The agenda is not closed. Please continue to bring ideas and volunteer help. As the old saying goes "many hands make light work".

Best regards,  
Glenn Frehafer



Call a friend and bring to next meeting

**fly-in**  
**August 12**

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### Wanted:

**Roving reporters.** Been to a fly-in lately, taken a trip, been to another chapter meeting? Take your camera, we'll do the rest. A short telephone interview and we can compose a great feature that your fellow members will enjoy.

# Members

**Time to  
renew your  
membership!**

# EAA Chapter UL114 Shirts & Caps



As you can see we have many colors of shirts. Other colors can be ordered.

I will have order forms at the meeting.

Baseball caps are \$14 and T-shirts are \$18.

If you cannot attend the meeting,

please call me at

760.504.5503

*Larry Faast*

## Secretary's Notepad

As Submitted by — Mike McIntyre



### CHAPTER MEETING — March 4

#### New Member

Shad Tucker was introduced. he is working on his Private Pilot Certificate and owns a North Wing Trike with a Rotax 503 engine

#### Membership

Dayton reported that we now have 45 paid members in the club

#### Treasurer

Mark Novak reported that we have 11,889.57 in the bank.

#### Announcements/Reports

Mike Sandlin reported that his Bloop, damaged by wind last month, should be flying within the week  
 EAA Volunteer Opportunity: EAA is restoring a B-25 Bomber and is looking for extra help. The incentive they offer is that if you get yourself to Oshkosh the EAA will pay for your lodging and food while you are there working.

## WEB SITES OF INTEREST

<http://www.faa.gov/> Federal Aviation Administration

<http://www.faa.gov/safety/courses/> FAA Safety Courses. Etc.

<http://www.psao.grc.nasa.gov/asao.faa.ftml> Regulations

<http://www.sportys.com/> Airplane Stuff

<http://www.aircraftspruce.com/> Airplane Stuff

<http://www.eaa.org/> Experimental Aircraft Association

<http://www.sportpilot.org/> Website for Sport Pilots

<http://www.aopa.org/> Aircraft Owners & Pilots Assn.



### GENERAL MEETING —

**Attendance:** There were 31 people attending our meeting.

### TREASURY REPORT

**Mark Novak Chapter Treasurer,** said we have *Money* in the club combined account.

### GUEST VISITORS

**New Member**

**Shad Tucker**

Lucky for us, no particular skills are required. Bob Moses from Sky Dive San Diego, and a recent SDUA member, has donated a digital projector; he also will be upgrading our fire suppression system; members noted that Bob has been doing a great job in the up-keep and maintenance of the grounds and various facilities; he also repaired some of our hangar roofs that were damaged by the winds last month.

Bram from Sky Dive San Diego reported that he is working diligently to gain a lease extension for Sky Dive San Diego and, consequently the SDUA. He has made strong political connections and noted that David Alvarez is supportive as are four other members of the council. The Mayor also seems to be supportive and has influence with the Public Utilities Department. Bram should appear in front of the Council in the next few weeks.

It was noted that our taxiways are often impeded or completely blocked by cars. It was suggested that signs be posted reading "Taxiway - No Parking."

### Fly-In Discussion:

It was decided that the **fly-in will be on a Saturday this year - August 12.**

Kevin Casson, who is the Fly-In Coordinator asked for volunteers: Luis, Dick, Mark, Geza, Andy, Dean, Gustavo, Steve, Mark (Treasurer), Oscar and Mike volunteered.

Cont'd on page 4

### Clouds

Clouds are classified by their appearance and height.

**A high cloud group** above 20,000 feet is prefixed by **cirro**, which means curls of hair in Latin. Usually signify good weather if winds are from W NW to N keep your eye open when they move in from other directions.

**Mid level clouds** from 6,500 to 20,000 feet are given the prefix **Alto**, meaning height. Can be the bearers of precipitation.

**A low level cloud group** from ground level (we call that **fog**) to 6,500 feet has no prefix, but precipitation is likely.

**Vertical development clouds.** **Cumulus** means heap or pile. A few cotton balls can be fair weather cumulus, but once vertical development starts, get out the umbrellas. **Stratus** means layers and designates appearance— **nimbus** in a cloud type means rain.

## CALENDAR OF EVENTS FOR 2015

We are in the airshow season so if you hear of an event, don't just assume I will post it here. Send me an e-mail and I will be sure that it does get on the list for ALL the members to be aware. Let's see if we can get some fly-outs going this year and let the wind blow the dust off those wings. **Due to limited space in this column, I strongly urge anyone planning to attend one of these events to go to the website for more complete details such as times, schedules, NOTAMS, frequencies, accommodations, pricing, etc.**

**EAA Chapter 114** Meeting 1st Saturday of each month

**Air Group One (CAF)** Last Saturday of each month at 8:30 a.m. at 1860 Joe Crosson Dr.; El Cajon

**San Diego Chapter of 99's** 4th Saturday of each month 10:00 am Call Frankie Clements at (619) 449-0670

**Borrego Springs Chapter of 99's** meets 2nd Saturday of each month at the Borrego Valley Airport

**CAP Squadron 57** Meets Thursdays at 7:00 pm 790 Greenfield Dr. El Cajon

**CAP Squadron 87** Meets 2nd and 4th Wednesday of each month at 231 East Hawthorne, Fallbrook

**Associated Glider Clubs of Southern California** (Call) Louise Phillips at (760) 767-4378

**EAA Chapter 286** Meets at 2192 Palomar Airport Road, Carlsbad. 1st Thursday of each month at 7 pm.



### REFRESHMENTS

Jerry Blaskey

## Cont'd from page 3

We will need more members pitching in to help with the Fly-In  
Mark Morgan suggested that we adjust the parking of planes so as not to impede the view of the spectators

Glenn Frehafer suggested adding a navigational task to the days competition

It was noted that our insurance only covers competitive events approved by the EAA. The EAA criteria is that all events must be those that develop piloting skills and must be done safely. The seeming inconsistency with these criteria of skill/safety emphasis was noted in the Balloon Pop NOT being allowed but a Torpedo Run IS allowed. Members noted that a Torpedo Run, a low-level pass down the runway during which a "Torpedo" (normally a ball) is released at a "Ship" target seems much more dangerous than a Balloon Pop event.

Mike Sandlin suggested we use Rwy 25 as much as possible so as to have events close to spectators.

Some members announced that they will have their planes on display and allow people to sit in and touch the aircraft (under the owners supervision, of course)

It was discussed, and approved, that the Spot Landing contest would no longer accept landings that occur BEFORE the line on the runway. This is more in line with the EAAs guidelines and is what is required on a Practical Flight Exam.

### Speaker - Rich Jones

Rich told of his flight from Denton Texas to Oceanside when he picked up the Tecnam Bravo he had recently purchased. He had pictures of the trip and focused his remarks on the impact that weather had on the trip, especially in making the first days leg much longer than anticipated. It was an interesting and informative talk. Thanks, Rich!!



SDUA 2017

Event Calendar

April 1st

Chapter Meeting 10AM

May 6th

Chapter Meeting 10AM



Any relation to Han Solo aka Harrison Ford? If it doesn't look like a runway and doesn't feel like a runway then it probably isn't a runway.

The big numbers painted on the end indicating runway heading should provide some guidance, I have never seen a paved runway without them. You just have to keep an open mind and not get locked into and decision.

Lesson learned, a detailed taxi diagram is better than progressive taxi. "Mr. Banerjee was asked if he had any airport diagram or chart to help him taxi so he would not get lost or disoriented. He stated no he did not and it was a simple taxi involving two (2) right turns.

Mr. Banerjee was informed that in looking at the airport diagram there would have been three right turns as it appears he was to taxi on a former part of runway 13. He stated that he understood that now.

Mr. Banerjee was asked if he ever verified his heading using the compass was similar to what was expected for the runway heading. He stated that he usually does however, he did not do so on the day of the accident."



## Fly-in

will be on a Saturday this year  
August 12.

Kevin Casson, Fly-In Coordinator

### **VOLUNTEERS NEEDED**

EAA UL114 is a Chapter of people who come together for a common goal, their love for aviation. As a volunteer only organization, there is no better way to get involved than to lend a hand. Most of our positions require a very small time commitment, but the gratification and spirit of camaraderie more than make up for the modest amount of work involved. No matter how young, how old, or how experienced, you can make a difference. The following positions are need to be filled:

Newsletter Assistant Editor— reports to and assists the Newsletter Editor in producing this fine publication.

Program Assistant Coordinator— helps to setup and coordinate programs for Chapter meetings as necessary.

For more information about any of these or other areas of interest, please contact our President.

"Taxing oneself into prosperity is like standing in a bucket and trying to lift it by the handle."

## **1. Law of Mechanical Repair**

After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

## **2. Law of Gravity**

Any tool, nut, bolt, screw, when dropped, will roll to the least accessible place in the universe.

## **3. Law of Probability**

The probability of being watched is directly proportional to the stupidity of your act.

## **4. Law of Random Numbers**

If you dial a wrong number, you never get a busy signal; someone always answers.

## **5. Variation Law**

If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now.

## **6 Law of the Bath**

When the body is fully immersed in water, the telephone will ring.

## **7. Law of Close Encounters**

The probability of meeting someone you know INCREASES dramatically when you are with someone you don't want to be seen with.

## **8. Law of the Result**

When you try to prove to someone that a machine won't work, IT WILL!!!

## **9. Law of Biomechanics**

The severity of the itch is inversely proportional to the reach

## **10 Law of the Theaters & Sports Arenas**

At any event, the people whose seats are furthest from the aisle, always arrive last. They are the ones who will leave their seats several times to go for food, beer, or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies and stay to the bitter end of the performance. The aisle people also are very surly folk.

## **11. The Coffee Law**

As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

## **12. Murphy's Law of Lockers**

If there are only 2 people in a locker room, they will have adjacent lockers.

## **13. Law of Physical Surfaces**

The chances of an open-faced jelly sandwich landing face down on a floor are directly correlated to the newness and cost of the carpet or rug.

# Classified Section

We are pleased to provide no-cost classified ads for Chapter members here in the Newsletter. Send the ad copy you'd like distributed to other members to: [daytons@cox.net](mailto:daytons@cox.net)

## Classifieds

Members ads run for 3 months. If you would like to continue the ad for an additional 3 months you must request it through the editor by e-mail, snail mail or phone call.



## Hangars and Planes FOR SALE

See Larry Faast or call at **760.504.5503**

Pilot: this runway looks kinda short. Passenger: yeah, but it's very wiiiide . . .

## Hangar Owners

Please send your rent to:

Larry Faast, 1935 La Subida Way.,  
San Marcos, CA 92078.

It's due the first of every month. It can also be put into the drop box in the side of my hangar.



Larry

# ATC Privatization

By Russ Niles



EXPERIMENTAL AIRCRAFT

President Donald Trump's new budget includes privatization of air traffic control. The document tabled Thursday in Washington contains an outright endorsement of privatization as a move that "would benefit the flying public and taxpayers overall." The airline industry has been lobbying nonstop since Trump's election for the formation of a nonprofit corporation to run the national airspace system controlled by a board of directors dominated by airline representatives. Most general aviation groups have vigorously opposed privatization, saying it would amount to handing the nation's airspace over to the airlines, something the airlines themselves have suggested is accurate.

The budget calls for a "multi-year reauthorization proposal to shift the air traffic control function of the Federal Aviation Administration [FAA] to an independent, non-governmental organization, making the system more efficient and innovative while maintaining safety." It drew immediate support from longtime privatization supporter Rep. Bill Shuster, R-Pa., the chairman of Transportation and Infrastructure Committee. The committee proposed similar legislation last year but it was stalled by Senate opposition. "The inclusion of this good government infrastructure proposal shows that the president is truly focused on changing the way Washington works," said Shuster, who has close ties to Aviation 4 America, the national group representing U.S. airlines.

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## CHICKEN WINGS

www.chickenwingscomics.com

BY MICHAEL AND STEFAN STRASSER



## Cont'd from page (14)

The committee proposal met intense opposition from most aviation groups although AOPA, the largest of them, said it was open to discussing the move as long as it didn't result in user fees, something it has frequently stated that it flatly opposes. The Trump administration is apparently ready to go through the due diligence part of implementing the program. Transportation Secretary Elaine Chao is apparently planning to travel to Ottawa, Canada, to meet with leaders of NavCanada, the nonprofit corporation that has run the airspace north of the border and over the North Atlantic for 20 years. NavCanada charges most light aircraft operators in Canada a flat fee of \$68 a year for access to all but the country's 10 busiest airports. Commercial operators pay for access on a fee-for-service basis and are billed for air traffic control services.



## Disconnected fuel pump power wires lead to crash

The pilot reported that, after the Van's RV-6A took off from the airport in Green Valley, Arizona, and reached an altitude of about 300 feet above ground level, the engine lost power. He then initiated a right turn toward the airport.

Subsequently, the plane hit terrain and trees adjacent to the runway and nosed over.

Post-accident examination of the airplane revealed that the right fuel pump power wire was disconnected at its terminal and that the left fuel pump power wire was partially disconnected from its terminal, which would result in no positive fuel pressure being supplied to the engine. The engine was not equipped with an engine-driven fuel pump.

The examination also revealed that the crimp on the terminal connector for the right fuel pump power wire was likely incorrect, which allowed the wire to disconnect from its terminal. However, it could not be determined how the left fuel pump power wire became partially disconnected from its terminal.

No additional anomalies were found during the examination of the airframe and engine that would have precluded normal operation.

Based on the evidence, it is likely that the disconnection of both fuel pump power wires led to a loss of fuel pressure to the engine and the subsequent loss of engine power.

Probable cause: The total loss of engine power during initial climb due to the disconnection of both fuel pump power wires.

★ **EAA Chapter UL114** ★  
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- Larry Faast** Keeper of Base Hangars  
 Phone: 760-504-5503 E-Mail: lfaast@yahoo.com



**I used to eat a lot of natural foods until I learned that most people die of natural causes.**

**Birthdays are good for you; the more you have, the longer you live.**

# APRIL Birthdays

<b>Andy Boyer</b>	<b>11</b>
<b>Mathew Noakes</b>	<b>26</b>
<b>Craig Telleson</b>	<b>9</b>

**If you find yourself in a hole, stop digging.**

**Whenever you feel sad, just remember that somewhere in this world there's an idiot pulling a door that says "PUSH".**

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## Renew your membership for 2017

It is time for responsible hanger owners and renters to renew your memberships for 2017.

Note: no such printed roster was available to use in 2016 due to the non-cooperation of just 5 “member” hanger owners.

**Remember, only PAID persons are actually members, entitled to vote and to hold office.**

Membership Chairman  
Dayton Smith



# 2017



Please complete and return this with your payment so we can update our files

## SDUA EAA CHAPTER UL 114 MEMBERSHIP APPLICATION

(Please underline one) **Renewal with Changes**   **Renewal**   **New Member**   (date joined \_\_\_\_\_)

Please print legibly

Name \_\_\_\_\_ Co-pilot (wife, friend or financier) \_\_\_\_\_

Street Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Telephone Number (H) \_\_\_\_\_ (B) \_\_\_\_\_ (C) \_\_\_\_\_

E-mail address (case sensitive) \_\_\_\_\_

National EAA Member Number \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Date of Birth: \_\_\_\_/\_\_\_\_/\_\_\_\_

What are you building? \_\_\_\_\_ Flying \_\_\_\_\_

Occupation: \_\_\_\_\_ Other interests or hobbies: \_\_\_\_\_

Retired: \_\_\_\_\_

**Annual Dues are \$40.00**

(New member dues, received after November 1<sup>st</sup> will cover dues for the remainder of the current year and will also apply to the next year.) Membership entitles you to our newsletter, a Chapter Membership Directory, use of the Chapter Tool Library and all other current membership privileges. Your acceptance of membership acknowledges your understanding that you may be asked to accept leadership roles in service to SDUA EAA Chapter UL 114.

**Chapter Committee Interests** (please underline one or more) if willing to participate as a committee member.

- |                |              |                |              |
|----------------|--------------|----------------|--------------|
| Tool Committee | Tech Advisor | Flight Advisor | Flying Start |
| Repair Barn    | Young Eagles | Social/Flying  | Hospitality  |
| Board Member   | Newsletter   |                |              |

**SDUA EAA Chapter UL 114 meets the first Saturday of each month:**

Activities are announced in the newsletter.

**Please submit your completed application by January 1<sup>st</sup>**

to:

**Dayton Smith**

**1670 Ithaca Street**

**Chula Vista, CA 91913-3012**

### Mission Statement

EAA Chapter 114's major focus is on the relationships with people who have diverse aviation interests, centered on their love of flight, fellowship, learning and fun. Chapter members have a passion for flying and are willing to share it with others. Chapter 114 provides the opportunity for exchange of information as well as the interaction that leads to friendships that last a lifetime.



### EAA Chapter UL 114

meets on the **first Saturday** of each month at **10:00 a.m.**

We meet in the SDUA Chapter UL114 Club House at Nichols Field, a private airport at the Eastern end of Otay Lakes, just off of Otay Lakes Road.

### EAA Chapter UL114 Non-Profit Declaration and Legal Disclaimer

EAA Chapter UL114 exists as a non-profit organization (501c7) whose sole purpose is to promote the interests of its members. EAA Chapter Officers, Directors and Leaders serve without compensation and have sworn to carry out the will of the membership by means of Democratic processes and rules of order set forth in the Chapter's by-laws. No claim is made and no liability is assumed, expressed or implied as to the accuracy or safety of material presented in this publication. Viewpoints of those who contribute to this newsletter are not necessarily those of EAA Chapter UL114, the EAA, or their board members. You must be of good character, adhere to the chapter's by-laws, and respect the chapter's Mission and Value Statement to become a member of the chapter. Dues are \$40.00 per year payable to Chapter Treasurer. Chapter dues are payable at the first meeting of the calendar year. New members joining after the seventh month are prorated at \$40 through December of the next calendar year. Member correspondence and newsletter contributions are encouraged which can be submitted by mail to the address appearing on this page or e-mail to newsletter editor.



13531 Otay Lakes Road

Jamul, CA 91935

**PASSION!**

**DATED MATERIAL  
POST IMMEDIATELY**