



The Southern California Flyer

Meeting 1st Saturday of month at 10AM



Prez Sez

by — Glenn Frehafer

Expect the unexpected! It was a beautiful So Cal Monday, bright blue skies, no clouds, a little wind but not too much. The preflight had been more thorough than usual with no anomalies showing up. the field was a bright green expanse and runway 25 beckoned earnestly. Sky Dive had quit a little early leaving a couple of hours until sundown. the only one on the field was a ditch digging machine operated by a single Sky Dive workman. I was going to move Bloop 2 to the run up area when I noticed that the ditching machine had traveled farther than I had anticipated. It was very close to runway 25! I walked quickly out to talk with the operator. "Are you going to dig right through the runway " I asked? The answer was affirmative. "Oh" I said, "I was just going to use it." The Operator of the dread machine answered that he could skip over the runway and dig it later. Appreciative, I thanked him and moved Bloop 2 to the run up area. the engine ran great. I tweaked the carburetor a little bit to get the idle within parameters and ran it up after it was warm. Full power was spot on. Correct RPM, lots of power, and no bogging or cutting out. I was elated, I had a full tank of fresh mixed 100 octane gas, good for at least an hour in the air with a half hour reserve and the field to myself. What could be better?



What could be better? taking off from 25 was magical. I barely completed opening the throttle and I was in the air. "Man, no one can beat these Bloops that Mike Sandlin designed for short field competition," I thought to myself. So I was off. I decided to work the pattern for a while. after about 5 go arounds.

I thought I would break the monotony and fly East a little bit. At 1300 feet I turned back toward Nichols, but the Bloop wasn't making any headway against the wind, so I gave it full throttle and flying over the field got back into the down wind pattern. I reduced power and the engine began making a gnashing sound. I thought, "I've never heard the engine make that noise before!" Ready to turn base when suddenly there was no power!



Cont'd on page 4

Call a friend and bring to next meeting

Venison for dinner again?
Oh deer!

Inside this Issue:

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 —



CHAPTER MEETING — April 1

WEB SITES OF INTEREST

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

<http://www.faasafety.gov/> FAA Safety Courses. Etc.

<http://www.psaogrc.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

Men say that women should
come with instructions...

What's the point of that?
have you ever seen a man

Actually read the
instructions?



*So You Mean To Tell Me
a Stress Ball Isn't For
Throwing At People Who
Stress You Out?*



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 web-site 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.



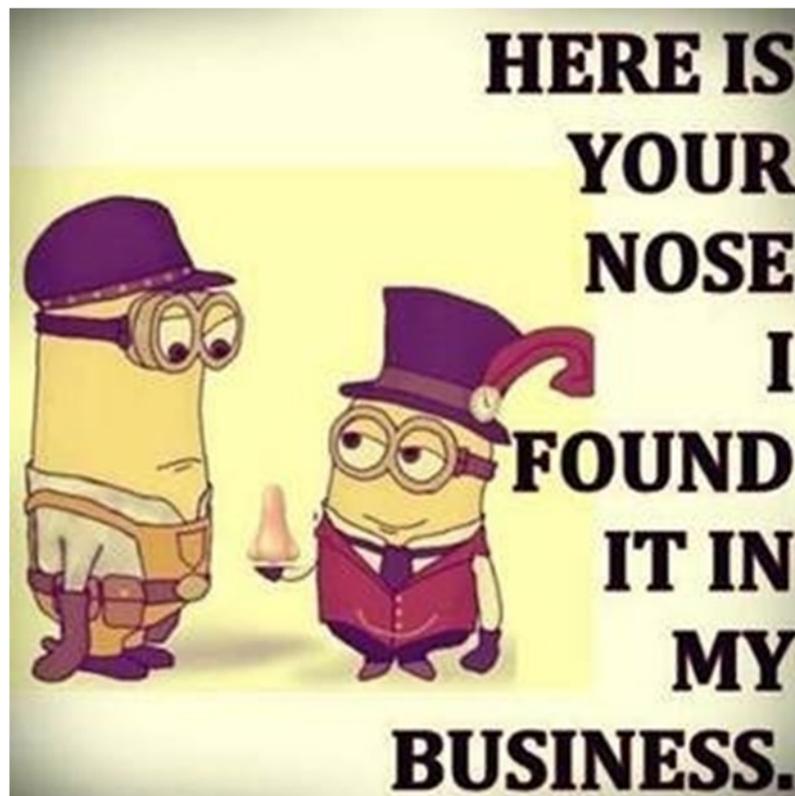
REFRESHMENTS

Jerry Blaskey

Cont'd from page 1

I thought the engine had quit. I was at 700 ft. altitude and it looked like a long way still to the field. I shut the throttle. I looked at 25. The ditch was dug right up to both edges of the runway, and the runway was now very narrow at that point. "That's no good," I thought, "I'll end up breaking something, I can't miss the ditch if I land on the runway." I elected to just land in the grass South of where the ditch ended. I was surprised that the Bloop made the distance to the field after I had called a Mayday, but my speed was too low to initiate a flare. The left landing gear collapsed because of the stall and the nose dug into the dirt and then I was upside down with gas dripping onto my back.

I heard the engine still running at idle, but it was making sparks and smoke. I released my seat belt and shut off the mag. No injuries, praise God! I had prayed before I took off that God would give me a safe flight and He did! It wasn't the landing I was expecting, but it was safe. People were coming out onto the field from Sky Dive. I gave them a thumbs up. When they arrived they helped me right the plane and we looked at the reduction drive. It was still hot and the pulleys were both destroyed from rubbing together and the belt was partly melted. for what ever reason the tension had released causing the prop to quit turning. The airframe did its job protecting the pilot with very little damage, two bent wheel struts and a tear in the lower wing cover and a bent nose skid was all. I pushed the biplane to the Mike Sandlin Bloop 2 Memorial Hangar. "Another day that ended unexpectedly," I thought, "but it was fun."



SDUA 2017

Event Calendar

May 6

Chapter Meeting 10AM

June 3

Chapter Meeting 10AM



Tailwind landing goes awry

After completing one landing at the airport in Portland, Tennessee, the pilot decided he wanted to practice landing with a tailwind.

After departure he maneuvered to perform a circling power-off landing on the opposite end of the runway.

During the landing he touched down fast, about 500 feet from the departure end of the runway, bounced a few times, and then over-ran the runway.

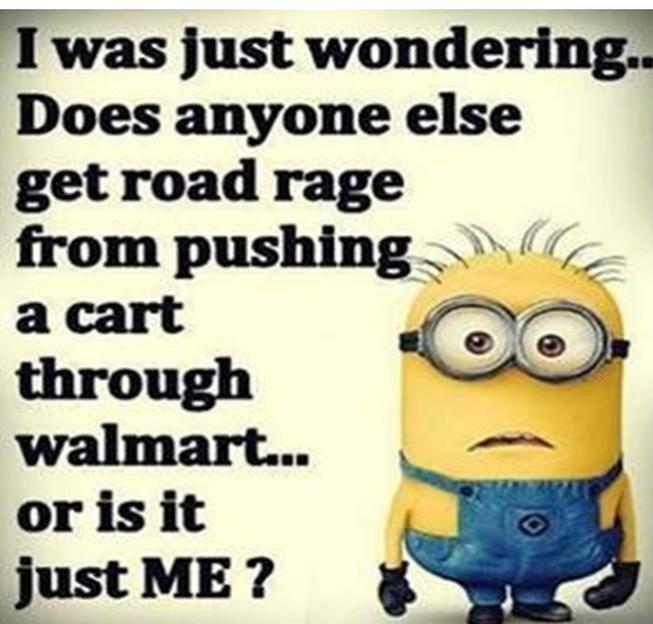
He said he attempted to abort the landing after bouncing on the runway, but when he added power abruptly, the engine hesitated briefly, and the Cessna 182 hit terrain.

During the runway excursion, the airplane hit a fence and came to rest about 1,600 feet past the end of the runway.

The airplane sustained substantial damage to the wings and fuselage.

The pilot observed winds about the time of the accident that were from the south at 10 knots, which would have resulted in a direct tailwind.

Probable cause: The pilot's failure to perform a go-around in time to prevent a runway overrun and collision with terrain.



Managing Airspeed on Final

Question:

"How do you manage speed on final...by using throttle or yoke? Do you fix yoke on landing spot and control speed with throttle or fix throttle and adjust speed with yoke?"

"This is like the question about the chicken and the egg, which came first? While most pilots can demonstrate a satisfactory approach, either way, the airplane flying handbook describes it this way.



Since on a normal approach the power setting is not fixed as in a power off approach, the power and pitch attitude should be adjusted simultaneously as necessary to control the airspeed and the descent angle.

So there you go...the FAA won't commit either. But we all know it is a combination of both that gets the job done.

I emphasize pitch for airspeed in the pattern and on final, here is the scan I teach. Check airspeed, adjust pitch if needed, check aim point, adjust power if needed, trim, then back to airspeed and so on. Since every power change requires a trim change it is important to add the trim check to the scan. If a pilot is slow on final and they have been taught to adjust airspeed with power, I often see them add power but fail to hold the attitude, so the nose rises and instead of getting more airspeed, they just get a reduced rate of descent.

New Web Site for Weather

Aviation Weather Center's Graphical Forecasts for Aviation Tool (GFA)

Tackling fuel myths

By BEN VISSER

The two areas I would like to address are the belief that all 100 lean rating fuels are equal and that exhaust valve recession is a myth.

Claiming that any fuel with a 100 lean rating will provide the same anti-knock protection in every aviation application in the real world, is just NOT TRUE.

This is like saying that every 200-pound man would be equal to every other 200-pound man in a tug of war. I believe that a 200-pound athlete would be able to out-pull a 200-pound couch potato who lives on donuts and junk food.

The two men are equal when they stand on a scale, but perform differently in the field.

In the same way, many fuels will perform the same in a well-controlled lab CFR test engine, but perform differently in real world air-



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Many pilots want to point the airplane at the aim point and forget about airspeed. This is why when you are high you are also usually fast and when you are low, you are usually slow. That is why I make adjusting the airspeed with the elevator the first step. You can't tell where you are going to land unless you are at the proper speed.

Another advantage of doing it this way is that it works for power on as well as power off approaches. You just substitute the adjust power step to adjust pattern. By the way that's how it is done in gliders."

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.

Haunted French pancakes
give me the crepes.

Knocking in the real world is affected by a long list of variables, such as compression ratio, combustion chamber design, head temperature, air temperature, air barometric pressure, and on and on.

In addition, there is a thing called a lead bonus, which results in leaded fuels out-performing in the field any unleaded fuels with equal octane ratings. The best real world data for this was mentioned in numerous feedback notes, and that was when 100/130LL replaced 100/130 high lead fuel.

When an oil company blended 100/130 avgas, it would take aviation alkylate and then add lead until it reached 100 lean rating. It would then measure the rich rating, which was almost always well over 130.

When the company blended 100/130LL, it would add 2 grams/gallon lead to the alkylate, and then add toluene concentrate to meet the octane targets.

But now the rich rating was usually the controlling parameter.

The blender would keep adding toluene until it reached the 130 rich rating and then the lean rating was almost always well over the 100 mark.

The bottom line is the lean rating usually went UP 2 to 5 numbers, but in the field the knock complaints went up significantly. Let me repeat, HIGHER lean rating fuels had MORE knock complaints.

This is confirmed by many tests in the development process for an unleaded avgas.

But now the rich rating was usually the controlling parameter.

The blender would keep adding toluene until it reached the 130 rich rating and then the lean rating was almost always well over the 100 mark.



GAMI's Tim Roehl (in back) and George Braly in the company's test cell.

For example, the people at GAMI have a 96 lean rating candidate fuel that ran with significantly less knock in their aircraft engine test bed than another candidate with 102 lean rating.

They, of course, could not market the 96 rating fuel because the GA public thinks that they need at least 100 lean rating fuels.

The second area I want to address is exhaust valve recession with unleaded fuels. This is another real world problem that will get significantly worse if 100LL goes away completely.

At the present time, if a new or overhauled engine is run on the dyno with leaded fuel and the engine gets a little 100LL every once in a while, the exhaust valves may be safe.

According to several rebuilders I have talked to, they are already seeing some cases of valve recession in engines that are field overhauled and then started right off with mogas.

Unfortunately, if some guy buys an engine that has been run on a dyno with 100LL and then gets a little 100LL during the life of the engine run mainly on unleaded mogas, and then goes to full TBO, he can write an article on the internet that claims valve recession is a myth, and people believe him.

In the real world, not every engine is going to have valve recession, but if lead disappears from the system, the number of cases of engine failure due to exhaust valve recession will rise.

If 100LL disappears tomorrow, about 85% to 90% of the fleet will notice only minor changes, like poor starting, different smells, etc. But the remaining 10% to 15% or so may notice pinging or knocking under some conditions. This will necessitate detuning or de-rating the aircraft.

In some cases, like with big radials, which may or may not be approved to operate on the new fuel, they may have to be de-rated to the point that they no longer are economically viable for their intended service.

The Ford Tri-Motor is powered by three 450 hp Pratt & Whitney



Wasp R-985 9 cylinder radial engines.

Long term, as the lead is flushed out of the fuel handling system and people overhaul their engines, the cases of valve recession will rise. This may not happen to everyone every time.

But if your engine needs new cylinders after only a 100 hours or so, you may wish for the good old days when 100LL was still available.





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

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.

I did a theatrical performance about puns. It was a play on words.

Hangars and Planes FOR SALE

See **Larry Faast** or call at **760.504.5503**

When chemists die, apparently they barium.

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

Men say that women should come with instructions...

What's the point of that? have you ever seen a man

Actually read the instructions?



Uber taps Aurora, Pipistrel to develop electric aircraft

By Russ Niles



EXPERIMENTAL AIRCRAFT



Cont'd on page 13

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER

IT'S SUCH A NICE DAY FOR FLYING TODAY!

I KNOW RIGHT? LET ME FLY FOR A BIT. I HAVE THE CONTROLS!

UH... NO, I HAVE THE CONTROLS.

I HAVE THE CONTROLS.

I HAVE THE CONTROLS.

I HAVE THE CONTROLS!

I HAVE THE CONTROLS!

I HAVE THE CONTROLS!

FINE!

OTTER 2 TANGO OSCAR, WHAT ARE YOU DOING? YOU'RE OFF COURSE AND 1000 FEET LOW. CLIMB BACK TO YOUR ASSIGNED ALTITUDE!

OKAY, YOU HAVE THE CONTROLS.

NO, YOU HAVE THE CONTROLS.

NO, PLEASE, I INSIST! IT'S SUCH A NICE DAY FOR FLYING TODAY!

www.chickenwingscomics.com

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Uber has selected **Aurora Flight Sciences** and **Pipistrel** as a partner to develop electric vertical takeoff and landing (eVTOL) aircraft for its **Uber Elevate Network**. You can see a concept video below.

“Uber is taking a big step forward toward making the world’s first VTOL network a reality and our partnership with Aurora Flight Sciences will help get us off the ground,” said Mark Moore, Director of Engineering for Uber. “The Elevate VTOL network will help improve urban mobility around the world and transform the way we travel.”

Aurora’s eVTOL concept is derived from its XV-24A X-plane program underway for the U.S. Department of Defense and other autonomous aircraft the company has developed over the years.

Aurora has adapted and combined the autonomous flight guidance system from its Centaur optionally-piloted aircraft, the perception and collision avoidance system from the AACUS program, and the battery electric propulsion system from the XV-24A demonstrator to create the eVTOL design, according to company officials.

“The Uber Elevate mission is all about low noise, high reliability, and low cost,” said Aurora CEO John Langford. “By drawing on our nearly 30 years of successful autonomy and robotic programs, Aurora is well positioned to deliver on this urban solution. We have already built and flown the first proof-of-concept aircraft and we’re excited to partner with Uber in accelerating the eVTOL initiative.”

The partnership agreement provides the basis for a system of urban transportation solutions that will enable users of the Uber Elevate Network to request an Aurora eVTOL aircraft via Uber’s computer or mobile software applications.

With the first test flight of the aircraft on April 20, 2017, the goal of delivering 50 aircraft for testing by 2020 is well within reach, according to Aurora officials.

Uber also has partnered with Pipistrel to develop aircraft “to satisfy short distance urban operations as the basis for the VTOL performance specifications,” according to Pipistrel officials.

“Uber is excited to have Pipistrel working with us and starting to develop VTOLs for Uber Elevate,” said Moore. “Pipistrel is the only company in the world that builds and sells electric aircraft today. With a brand new factory to increase their capacity, they are a valued partner in making Uber’s VTOL network a reality.”

“I am proud and excited that Uber recognized our values, expertise and leadership in electric flight. This partnership marks the beginning of an exciting journey towards entirely new ways we travel, not only saving time, but also being friendly to the environment,” said Ivo Boscarol, Pipistrel CEO.



★ **EAA Chapter UL114** ★
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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.

MAY Birthdays

John Collins	27
Geza Hambalko	22
John Myers	15

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".

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 1st 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 1st

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**