



The San Diego Flyer



APRIL 2019

WWW.SDUA.ORG

SDUA Meeting Minutes

April 6, 2019

By Gene Kendall

President **Glenn Frehafer** brought the meeting to order (on time) at 10:10 a.m. with the Pledge of Allegiance.

Visitors: **Effern Gluzer** a friend of Dick Snow is visiting from Camarillo California. **Jim Banard** is a friend of Jerry Blaskey. He owns three light sports. He flew 20 years for American Airlines and is now a pilot firefighter. **Robin McGrur** is a new member. **Frank Parker** is from South Georgia and flew in the 1980s.

Kevin Warren is selling his Rands S7 for \$50,000.

Tom Miller sold his 1936 Wacko KS6 Bi-plane.

Matt Noakes is installing a new fuel tank in his Bloop.

Two weeks ago, the military was flying four jump planes at once. If you fly when the military is flying be sure to contact the air boss or manifest or Bob Moses before you fly. Contact them at airfield frequency, 121.95.

Bob Moses has a son who is very sick.

Pete Siegrist is at home and is having a slow recovery after his shoulder injury.

The **Prez** said we now have a Google account to archive club documents. **SDUA.org@gmail.com**.

Steve Leary will be the coordinator for this year's fly-in. Initially the events will include a spot landing, short field take off, powered paraglider's, warbirds flyby, drone demonstration, food and a static display of aircraft.

Membership: **Mike Sandlin** said we have 44 paid members.

Treasury: **Mark Novak** said we have an ending balance of \$24,410.36.

Field manager: **Larry Fasst** said some weeds had been cut around the hangers and he would have more weeds cut soon.

Al Sayer won \$39 in the raffle.

26 people attended our meeting.

The meeting ended at 11.30 a.m.



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In remembrance of Pete Sigrist

By Larry Faast



Pete Sigrist 1941 - 2019

Pete Sigrist, an active member of SDUA for over 30 years, will be greatly missed by club members, friends, and family.

Over those years, Pete held the offices of SDUA President, Vice President, Treasurer, and was Safety Officer, Clothing Manager, as well as many other Committee Chairman positions.

Pete was an excellent pilot who loved every aspect of ultralight flying and aircraft maintenance. He built and refurbished many models of ultralights and was meticulous in his methods and procedures in maintaining safe aircraft. Aircraft he owned and flew included Rans, Quicksilver, Hurricane and Avenger. Anytime a fellow member needed technical advice, Pete was there to help.

Planning, coordinating, and executing the club's annual Fly-in was Pete's specialty. He introduced new ideas into the event such as Flag Drop (giant flag opened behind a parachutist), Demonstration Fly-by's, and other crowd pleasing events. He made sure contestants of the flying competitions were properly awarded with special trophies for 1st, 2nd, and 3rd place winners. As was his style, Pete had every detail of the event covered which always resulted in complete success, safety, and entertainment for all who attended. He left a great example and certainly set a high bar for those who will be tasked to do this event in future years.

Another event I particularly enjoyed (the highlight of my flying career), was the trip Pete organized to Page, AZ in circa 2001. John Adcock, Gaza Hambalko, Gaza's wife Magdalena, Pete, and I took two days to fly from Nichol's Field to Page where we stayed the weekend enjoying Lake Powell, Glen Canyon Dam, and the Grand Canyon. Gene Kendall acted as ground crew bringing fuel to us at small airports that had no services. This trip took an immense amount of planning which included a stop at Chiracco Summit, overnight at Lake Havasu, fueling stops in Kingman, AZ, Williams, AZ, then on to Page. While in Page, we enjoyed low leveling Lake Powell (an awesome flight) and overflying part of the Grand Canyon. None of us



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had ever flown our ultralights this far before yet there were no major problems encountered on either the flight over or back.

The Round County Rally was another event Pete created after 9/11 to celebrate the freedom of flight. He felt we needed to do something special and show our appreciation for the privilege of flying our small, unlicensed aircraft at a time when we weren't sure FAA would continue to allow private aviation to exist. So, we placed American flags on our flying wires and landed at seven uncontrolled airports around the county. Once returning to Nichol's Field, our awaiting families and friends helped us celebrate with a great BBQ at the clubhouse.

In 2004, when FAA established the new Sport Pilot rating, Pete was the first in the club to receive training from Julie Keane, Certified Flight Instructor, in Ramona--again Pete was setting the example for the rest of us to follow. Later, he went on to receive his license from Jerb Johnson at Brown Field.

Pete loved Aerial Photography, so he purchased a GoPro camera and started taking movies of his flights. Most of his edited movies can be seen on the club website, SDUA.org. One movie was of a flight to Catalina Island and back in my Tecnam Bravo aircraft. He got great footage leaving Oceanside Airport and heading toward Dana Point, then over the open sea to the island, low leveling around the back side of the island (west side), and up to the "Airport in the Sky" at Avalon. After a delicious buffalo burger and a tour of the museum, we returned to San Diego, over the top of LF, and back to Nichol's Field.

You may not have known this about Pete but, not only did he produce his own amateur movies ("Black Cat Productions" -- named after his beautiful cat, Blackie), but he was actually in a professional film production called "Bobby-Z". The film was made in Mexico and was about an ultralight that dropped bombs on some bad guys. Pete was paid to trailer his ultralight to someplace near Ensenada, set it up, and "low-level" the criminals, dropping explosives on them.

He also had one of his still shots published in an Aviation Magazine as "Picture of the Week". The picture, taken from his tail-mounted GoPro, was of him landing his Rans Ultralight on runway 27L at Brown Field.

Another little-known fact about Pete was that in 1990 he was celebrated by the San Diego Kidney Foundation as the person having lived the longest (I believe 20 years at that time) after having a kidney transplant. The ceremony was held in Balboa Park and attended by family, friends, and medical professionals.

I first met Pete around 1985. He was flying out of the airpark at Barona Indian Reservation and was the owner of an equipment rental business in El Cajon. I needed a piece of equipment (I think it was a riding mower) to maintain the field at Nichol's. Pete helped me with whatever I needed and from that time on we became good friends and flying buddies.

Pete is survived by his daughter, Jenny, son-in-law, Martin, and his son Chris.



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I will miss Pete a great deal -- as I know all of you will. I will especially miss his sound council and advice on many subjects, specifically how I should deal with issues between club members and the problems that arose between hangar owners, pilots, and the management of the Skydive Operations. My job as SDUA's Field Manager for many years acting as ombudsman between the club and leasehold management (TAO) was made easier with his sage advice.

I wish I had taken the more time to sit with Pete during the last few months and reminisce about all of things we did together and all the fun times we had doing what we both loved so much! I know, however, I have plenty of good memories that I will be sharing with all of you for the years to come.

Thank you, Pete, for everything you did for SDUA and the wonderful legacy you left for all of us.

Larry Faast, SDUA Field Manager