



# The San Diego Flyer



MAY 2019

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## SDUA Meeting Minutes May 4, 2019

By Gene Kendall

President **Glenn Frehafer** brought the meeting to order (on time) at 10:15 a.m. with the Pledge of Allegiance and a prayer. We all mourn the recent loss of Pete Siegrist. He was a longtime flyer a good man and a good friend. His daughter Jenny will have a memorial service at her house on June 8, 2019.

**Visitors:** Dean Ganzer brought his 13-year-old son **Reed** to the meeting. Reed is interested in history and WWI. **Orville D. B. Willkon**, a native of the Philippines and retired from 20 years in the Navy as an aviation metalsmith. He is currently worth working as a defense contractor. He is highly skilled in welding, fiberglass, carbon fiber and repairs to aircraft aluminum skin. His family owns three airplanes back in the Philippines and yes, he was named after one of the famous Wright brothers. Orville is our newest member. **John Myers** is back after being away for a while. Welcome back John.

**Steve Leary** is starting to put his Rans 4S back together after it's hard landing. He has all the parts he needs.

**Membership:** **Mike Sandlin** said we have 50 paid members.

**Treasury:** **Mark Novak** said we have an ending balance of \$27,575.62.

**Field manager:** **Larry Fasst** had Cal Fire come out and cut the weeds on the hillside surrounding the air club. Cal fire has a program that utilizes prisoners, all felons called the **Wild Land Fire Fighters**. This crew of 15 men came out and worked very hard to clean hillside. Cal Fire charges \$225 a day for this crew.

**Glenn Frehafer** met with Sky Dive's **Greg Lund** and **Bob Moses**. As part of this meeting Sky Dive moved a trailer out of the taxiway. Sky Dive moved it's refueling operation to the East End of the airfield. The Navy Seals and Air Force flight schedule is now posted on the bulletin board. The San Diego city inspector came out



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and looked at the airport and required Sky Dive to move many of the trailers and RVs off the airfield. Glenn said we should have some news about the airfield lease within the next month or so.

The **Prez** said that the club board met last month and is proposing a **New Bylaw** which reads as follows:

The San Diego Ultralight Association Board must approve any transaction, contract, or official business accomplished on behalf of the San Diego Ultralight Association. These details and relevant records are archived in an approved secure location acceptable accessible to the club leadership which consists of the duty duly elected officers: President, Vice President, Secretary and Treasurer. (Examples: copyright agreements, contracts, judgments, memorandums of understanding, leases, payments for services rendered or receipts, etc.)

We watched a video of Donnie Eccker's 1980s airplane crash. He deployed his BRS parachute in midair after a wing spar collapsed in a dive of about 130 mph. He landed under the parachute canopy without injury. His airplane was crumpled but recognizable.

**Al Sayer** won \$40 in the raffle. **Again!**

24 people attended our meeting.

The meeting ended at an appropriate time that the secretary forgot to record.



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## Sharing Your Passion for Flying

By Larry Faast

Do you remember how and when you acquired your passion for flying?

I recently met a young man in Carlsbad, CA who has a deep desire to be a pilot when he grows up. I've never seen such passion for airplanes and flying as I saw in six-year-old, Ridgley MacNair!

When he heard I was a pilot, he wanted to know all about my airplane, where I flew, and all about my flying experiences. I asked him why he wanted to be a pilot and he said he took his first commercial flight on Delta Airlines to visit relatives. He told me that experience gave him a feeling of "freedom just like the birds have"!

Since that first flight, "Ridge" has learned about most major airlines and the type of aircraft they fly. He frequently talks about the different models of aircraft he has and he can tell you the speed, type, and use for each. He knows all about the Red Baron and the Fokker tri-plane that Richtohfen flew during WWI.

Ridge likes to visit local airports and watch the aircraft take off and land. His mother takes him to Palomar Airport a couple times a week to stand on the balcony of Atlantic Aviation overlooking the runway. She says, "he never seems to tire of, or lose his excitement for airplanes". I met Ridge and his mother at Palomar and had him sit in my airplane. We taxied up and down the taxiway that parallels the runway, but I felt it was too soon to take him up for a flight--maybe next year.

This week I was invited to and had the privilege to attend Ridge's school "Special Person Day". While showing me the playground, we saw several planes flying along the beach (his school is close to the beach), and he asked me if sometime during his lunchtime I would fly along the beach, so he and his friends could see me and wave. I told him, "certainly, I will do that!" I asked his teacher if she knew he wanted to be a pilot and she answered, "Oh yes! Everyone knows".



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Ridge and his favorite shirt -  
The C17 Globemaster



Seeing the passion Ridge has brought back my own childhood memories. I saw in him that same love of airplanes and strong desire to feel and experience the freedom of flying as I had. I remember building many model airplanes, one large enough to sit in. It hung from ropes attached to the large tree in the front yard. This "swing", looking like an airplane, had a console with painted instruments and a yoke. My favorite hobby constructing and flying my own kites. Once, I made large cardboard wings and strapped them to my arms, then ran down a steep

hill attempting to launch myself into the air, but instead, tumbled head-over-heel into the green field below. Then there was the time I nearly broke my neck jumping off the barn into a pile of straw with a homemade parachute made from a bed sheet. Another unsuccessful attempt to fly!

In High School, I joined the Civil Air Patrol Cadet Program (CAP), where I learned the fundamentals of flight and practiced "real life" search and rescue missions. Summer camp for us cadets was held at Mountain Home AFB in Idaho. Being flown there from my home in Moab, Utah in a C130 cargo plane was the thrill of my life.



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In 1980, after graduating from college, my interest in learning to fly turned to ultralights. An Eipper Quicksilver dealer, at the dry lakebed in Elsinore, gave me lessons in a single seat MX (more about this thrilling experience in a later article). Two years later I started an ultralight training school and dealership at Nichol's Field. I named my business Blue Yonder Ultralights. I have logged over 1000 hours flying "low and slow" over the backcountry hills, mountains, and along the seashores of San Diego County. Flying my open cockpit GT-400, smelling the fragrance of wild lilac flowers, landing in fields full of yellow mustard plants, and tasting the salty sea spray as cresting waves reached up to touch my craft, was the fulfillment of my childhood dreams!

But it wasn't just the flying I enjoyed. It was the close friendships formed along the way. Sharing these experiences with like-minded pilots over the past 40 years is what I cherish the most. All of us in this great club have such a common bond, a wonderful brotherhood! Now the time has come for us to pass along our skills and experiences to inspire and encourage young eagles, like Ridge, who is just starting down the path that will lead to aviation-related opportunities and accomplishments neither he nor his parents could ever have envisioned for him! Share your love of airplanes with your children and grandchildren so they too might realize their passion, allowing them to spring forth, grow, and fly like Jonathan Livingston Seagull. **Be the wind beneath their wings!**