



The Ultralight Squadron of America Newsletter

THE ULTRALOG

Published monthly by the Ultralight Squadron of America, Perris Valley Airpark, Perris, California.

President's Message

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This month begins a new season of club fly-outs. The fly-outs are considered cross country flights and do require a level of thought, planning and preparation above that required for local "patch" flying. Cross country flying requires the individual to be prepared to take on the responsibility of insuring the safe conduct of the flight for yourself and the other aircraft you maybe flying with.



I will be giving talks on Saturday, January 26 at 11am and Saturday February 2, 12:30pm after the club meeting. We will cover pilot preparation and route planning, and aircraft preparation. Those pilots who have never flown beyond Chuck Ross', Hemet or French Valley that want to fly to Borrego Valley are strongly encouraged to attend the briefing sessions.

When I first joined the club, there were always experienced flyers going to French Valley or Greek Bros for breakfast where the new pilot could get experience flying with a group. Flights to Aguanga, Lake Wolford, Ocotillo Wells, even Roy Williams on a one day out-and-back were done a couple of times a month where the new pilot could get experience flying far enough away that you have to do fuel planning to get back. We do not do enough of that anymore.

How many patch pilots are reading this who want to do cross country fling? You don't have to wait until there is a club fly-out to gain the flying experience and test your planes capabilities. Make your intentions

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Club Minutes of July 7, 2007

Meeting called to order at 10:06 AM with all officers present. Introductions were made around the room.

Visiting us were Ken Ricks and Chuck Federmack.

A motion to accept last month's minutes (very abbreviated because of the Christmas party) as published carried.

Vice President – Bob Givens – There is one more meeting before Borrego Valley, Feb 15th, 16th and 17th. Reservations are in. We can park across the street. Chuck Ross will coordinate a buddy flyout system. Need volunteers for amenities like food and drink. Ivan Moore spoke up.

TREASURER'S REPORT As reported by Rich Lefebve

| | |
|--------------------|-------------|
| Month-end Balance | \$17,562.95 |
| Reserve Balance: | 4,151.00 |
| Available to Spend | \$13,411.95 |

The report was accepted as read.

Sergeant at Arms – Alan Keseloff proposed moving the club airplane trailers over to the club side of the road. The board will check with the airport. He suggested they be put in the last two spots next to Roger Reed's hangar. If a trailer takes up a tie down, the airport wants \$70/mo for it. A damaged plane in a tie down is still required to pay the rent. Jim Farthing said that the club still has to pay the tie down fee even if the plane owner doesn't.

Electrical Upgrade Report – John Mock – Reported that phase 2 and phase 3 are essentially complete. Phase 3 still needs the receptacles at the RV box to be wired up. The costs of both, including overruns, were shown. He described phase 4, a 1in conduit run from our new main box north along the backs of 4 hangars with taps for each and a RV box at the north end. The club approved and funded phase 4.

Airport Report – Jim Farthing – The lawsuit against the airport is still on. Anybody with info is asked to speak up. Apparently, Jim Tucker and Bruce Bechtold witnessed the crash. The new construction north of us is to berth USAF reservists in the old school building. The airport is purring camping spots to the west of the school (\$300/mo not including sewer and water).

District 11 – Bob Chase – safety note. At Santa Barbara recently, in 40deg. water and 20mph winds, surf boarders were having a ball because they were equipped, trained and prepared for it. We ultralighters should equip, train and prepare in the same way. At 10am on 01/19 at the chapter 1 EAA hangar will be a design group meeting covering old engines (including ultralight). The AOPA and FAA are putting on a safety seminar in Costa Mesa on the 29th and in Ontario on the 31st. The seminar at Ontario is in the Doubletree hotel.

Safety – Jim Farthing stated that the people in this club are the safest fliers around. And he told Melanie that it's the off fielders that violate rules. John Miller reminded us that they used to use an air-marshall system to rate aircraft safety. If your score was too low, you didn't fly. Also, a buddy system was used to further inspect airplanes. Bob Chase suggested all pilots take a BFR. He noted that all GA pilots have to. These suggestions

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of aircraft inspections gave rise to lively discussions as to liability and responsibilities. Bob Chase volunteered to look at anyone's airplane that desired it.

OLD BUSINESS:

We all had a good time at the Christmas party and will send Gerri Brown a check for \$300 for her tent and other expenses.

NEW BUSINESS:

Calendar Review – the flyout to Borrego Valley is coming up. There will be a potluck at the field in March. It's time to start thinking about our June fly-in. Jim Farthing will conduct a seminar on flight planning a trip on Saturday the 19th (this has been postponed a week to the 26th- Sec'y).

Top Gun Awards – Ed Winter announced last year's winners as:

John Mock – 1st

Jim Shepherd – 2nd

Paul Straight – 3rd

Jim Farthing – 4th

Steve Cass – 5th

Jim Farthing gave out Top Gun patches to all qualified participants.

E-LSA – A show of hands called for by Mark Carnighan revealed about 8 people who have completed their E-LSA registration. Walt Snyder said that the FAA will likely extend the registration deadline 6 months if you have your N number and form 8860 in.

Raffle – I didn't win anything! Fume!!! Missed who got what but there were neat prizes such as an allen-wrench set, 4ft level, tin snips, a stapler and more. Better luck next time.

The meeting was adjourned at 11:35 AM.

VICE PRESIDENT'S REPORT

Bob Givens

We may have problems at the Perris Airport that you aren't aware of. A two place airplane with two persons aboard crashed on the airport grounds. Neither of the people aboard were part of our group, however it still could cause us problems. Fortunately for everyone concerned they did not go down in a residential neighborhood or a shopping center. However, it is just a matter of time when something like that happens. Please notice I said, when that happens, not if it happens, as the area around the airport is growing daily and a pilot could just be flying in for coffee, visit with a friend, or a fly by.

We don't produce any direct revenue for the city of Perris so if they receive any complaints they will put pressure on the airport management and they decide we are more trouble then we are worth. The airport is receiving \$100.00 per month from each R V parked there and they don't have to supply water or electric power. Our club is in a no win position as we have an investment in our club house, hangars, power lines and cameras. The airport can play the

music and we will have to dance.

Our members are coming in from all over the area. They should be looking for another airport, not to replace the Perris Airport, but to an additional place in case we need it. There are a lot of places in the high and low desert area but they are a long drive for our members to travel and the weather is not as nice as in the Perris area.

Come on guys and gals, look around in your travels, in case we need an alternative place. Do not discuss this issue with the airport management but come to me or Jim Farthing. If you remember, this is one of the issues I campaigned on when I ran for office.

Chuck Ross has offered his place for about two years but it wouldn't be practical concerning hangars, electrical power, etc.

The time to start looking is now, not when we receive notice to leave.

Blue Skies and No Wind
Bobair

2007 Competition Scores

- ★ 1. John Mock 108 Top Gun!!!
- ★ 2. Jim Shepard 89
- ★ 3. Paul Straigh 84
- ★ 4. Jim Farthing 82
- ★ 5. Steve Cass 81
- ★ 6. Lloyd McFarlane 79
- ★ 7. Les Seymour 78
- ★ 8. Kevin Ziegler 66
- ★ 9. Chuck Ross 55
- ★ 10. Dennis Brooker 49
- ★ 11. Alan Keselof 48
- ★ 12. Lloyd Woolery 31
- ★ 13. Bill Cochran 27
- ★ 14. Bruce Bechtold 21
- ★ 15. Bob Chase 16
- ★ 16. Doc Williams 9

Late breaking news on the electrical upgrade

Phase 2 is behind us and phase 3 only needs receptacles wired at the RV panel south of Roger Reed's hangar. Had a pleasant meeting with Bob Lewis, the foreman on the airport's camp and berthing construction after our meeting. It seems that the 150ft run thought to be aluminum only had an end of the metal. That was the end that was blowing up whenever the rainy season came around. The aluminum will be removed! Also, he found the missing 3rd phase! We could use that 3rd phase if we were to provide a 3 phase box and meter. However, there will be 14 camping spots starting from a line even with the washrack and extending north. The RV spots are along the west edge of the airport property and extend about 10ft north of the Spaulding Equipment Company building's SE corner.

Two of the 115/208v phases will feed the RV's with 1/0 gauge wire (about the size of your little finger – big stuff!). For us to use the 3rd phase, we would have to dig a 300ft trench between the RV's and the fence after they were in while not hitting the sewer, electrical wiring and water lines already installed. Instead, I asked Bob to put our single phase box and meter (yes, we will soon be metered on our electrical energy usage) just south of the RV's. Earlier rumors of a fence separating the RV's from our runway, taxiway and washrack are not true. The camp denizens will be told to drive north and east through the parking lot to reach the road. Fat chance. The problem is how do you get airplanes out of the west side of the sunshade building and prevent cars from com-

ing the same way?
Any ideas, anyone?

The net effect is to eliminate about 225ft of 640ft of 8 gauge wire that is currently our only feed and replace it with 1/0 gauge. This reduces that pesky voltage drop we have been experiencing by about 1/3! Later, if we choose, we can trench the remaining 400ft and replace it with heavier wire. This time, the trenching would be in the clear, along a diagonal from the meter box to our main box at the north end of the clubhouse.

Progress is being made! The RV's east of our hangars (the ghetto) will be asked to move to the new camp for \$300/mo plus sewer and electric or leave. The ghetto will be no more! In addition, our voltage drop problems will be reduced by 1/3rd. Since the airport has no interest in powering the ghetto, they would not help us with material to bring heavier wire south. I felt that getting 1/3rd less drop and not having to trench 300ft outweighed the advantage of the 3rd phase to balance our loads.

The electrical upgrade project has progressed at an amazing pace. Why? You are the why. The people who volunteer when I bring material out are making this happen! There are too many of you to name but you know who you are. So, give yourselves a great big pat on the back for project modules well done! In case you can't reach your back, please accept the kudos of your electrical upgrade project leader!

John Mock

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known to the veteran pilots and hook up. Another source of experience is the guy who sponsored you into the club. Get with an experienced pilot and ask them to take you to Hemet or Aguanga. You have to get up early and be ready to go.

I think there should be a sign-up sheet at the Binnogona for those experienced pilots who are planning or willing to lead an out-and-back “training” flight and those inexperienced pilots who are interested in going. The sign up sheet should have dates, destina-

tion and phone numbers. Planning could also be done on the website or the internet. Now that we have sport planes an experience pilot could take an inexperienced pilot in the second seat and fly the route to Borrego Valley and back. What a heads-up experience that would be. What do you think?

See you at the field.
Jim Farthing



Around the Field

Saul Lopez to repair MX

Saul’s MX was severely damaged during the Labor Day weekend wind storms that took out the five hangars on the south end of “hangar row”. Saul’s plane was blown from its tie-downs and up-ended bending both leading and trailing edges of one wing. Saul says he is anxious to get back into ultralight flying and repairing his plane. He needs access to an MX construction manual if anyone has one, and will need help from the club.

Another HKS at the field

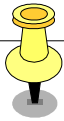
Dave Hunt has purchased and installed a new HKS on his Titan Tornado. He says he should have the plane checked out and ready for the Borrego Valley fly-in. He purchased the engine from Earthstar.

The Vector has a new pilot

For over a year now Bruce Bechtold has been easily spotted flying the V-tail vector. He has probably flown more hours in that plane the past year than any other local aviator. Since he purchased a Hurricane he flies the Vector very little. The Vector was sold to Mike King who will give it a good home and lots of air time. Congratulations to Mike.

Dave Robert’s Trike

Dave wants everyone to know that his Trike has an airworthy certificate and is N numbered.



2007 CALENDAR

2008

| | | |
|-----------|----------------------|---|
| JANUARY | 5 19 26 31 | MEETING FORUM - Cross Country Flying FORUM - Charting and Navigation LAST DAY N-NUMBER TWO-PLACE |
| FEBRUARY | 2 15-17 | MEETING BORREGO/OCOTILLO |
| MARCH | 1 22 | MEETING POTLUCK AT THE FIELD |
| APRIL | 5 8-14 19,20 | MEETING EAA SUN N FUN DESERT HOT SPRINGS |
| MAY | 3 10 24,25 | MEETING-NOMINATE OFFICERS SPRING CLEAN-UP BRIAN RANCH |
| JUNE | 7 21 | MEETING / VOTE NEW OFFICERS HOST PERRIS FLY-IN |
| JULY | 5 9-13 28-8/03 | MEETING / INSTALL NEW OFFICERS (EAA ARLINGTON) (EAA OSHKOSH) |
| AUGUST | 2 | MEETING / PROPOSE BY-LAW CHANGES |
| SEPTEMBER | 6 13 | MEETING / VOTE BY-LAW CHANGES FALL CLEAN-UP / POTLUCK |
| OCTOBER | 4 17-19 25-28 | MEETING / NOMINATE STAN HAUXURST FLY-OUT NICHOL'S FIELD (EAA COPPERSTATE) |
| NOVEMBER | 1 27 | MEETING / VOTE STAN HAUXURST THANKSGIVING (THURSDAY) |
| DECEMBER | 13 | MEETING / CHRISTMAS PARTY (SATURDAY) |

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Please submit any information, events, things to brag about, funny anecdotes, etc. to be included in the next issue of the Ultralog by August 15.

Send them snail-mail to: Les Seymour, 2271 Audrey Court, Fallbrook, CA 92028
Or email to: skyranger4les@sbcglobal.net and put ULTRALOG in the subject line.

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