

VCUAS

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The VCUAS Newsletter

is published monthly by the

*Ventura County Ultralight
Aircraft Society*

945 Aviation Drive

Camarillo, Ca, 93010

vcuas@vcuas.com

(818) 206-3125

President

Greg Rudebusch

Steve Lawrence

Vice President

Bill Watson

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Secretary

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Jeffrey Steele

“Life should not be a journey to the grave with the intention of arriving safely in a pretty and well preserved body, but rather to skid in broadside in a cloud of smoke, thoroughly used up, totally worn out, and loudly proclaiming “Wow! What a Ride!”

Hunter S. Thompson

Few who knew Jeffrey would dispute that description of his life. I met Jeffrey the first time I visited the VCUAS field. He had his alligator puppet named “Wavy” and was entertaining some visiting children. A few minutes later, he was demonstrating riding backwards on a bicycle and riding forward with crossed hands demonstrating coordination. It almost became a ritual when children visited the field.

At that time, he was working hard on becoming a CFI. It was a consuming interest and Jeff was always reading about and trying different instruction techniques. We tried and discarded a few. One in particular I remember was one of us would work the pedals and the other the stick. That one didn’t work out but I loved being his guinea pig and learned to trust his flying abilities.



For Sale

Vid is selling his '95 Hawk. If you're interested please contact him at: d.englert@sbcglobal.net

Vid also has some other items but didn't have time to list them. He also has a ton of stereo equipment for sale, so if you need anything, let him know.

Many of us didn't know that much about his early life until after his death. We all knew that his father was a Hellcat pilot and his mother was a ferry pilot during WWII. We knew he as an ex motorcycle racer and sidecar monkey. He was a sailor and sailed a trimaran for a couple years. He also got caught up in drugs and alcohol when he was a young man as did many.

Mike took Jeffrey under his wing and taught him to fly starting about 15 years ago in exchange for help around the hanger. He fell in love with flying and the comradeship of fliers, as did most of us, but in Jeffrey's case it changed his life. Jeffrey discovered that he loved to teach and he loved interacting with visitors.

Flying with him was always entertaining as well as instructive. "Put your trays in the stowed position, return your seat to the upright position and extinguish all smoking materials" was his banter on takeoff in one early flight. There were others.

"Don't fall out of the air"

"Fly the plane first. Everything else is second"

"Look at the far end of the runway and don't pull that stick back"

We miss you Jeffrey. Have a nice flight.

Note: We have far to many comments and photos to put them in this issue.

A separate issue is being prepared as a memorial. If anyone would like to include anything, please send it to boatwatcher@me.com



FAA Rule Changes

The AOPA published notification of a rule change in a June 16 Newsletter reproduced here

Flying clubs now have additional flexibility to compensate club members who are flight instructors and mechanics for their services under policy changes announced by the FAA in response to a request from AOPA.

The changes took effect in April, about one year after AOPA wrote to the FAA proposing revisions to the FAA policy regarding flying clubs. That policy is set out in Section 10.6 “Flying Clubs” of FAA Order 5190.6B.

Under the [revised policy](#), flying clubs can allow flight instructors who are members of the flying club to give flight instruction to other members of the club and to be paid for their services or given credit toward club dues or flight time, but not both. In the past, clubs were only allowed to compensate club flight instructors teaching in club aircraft by offering credits for dues or flight time.

The policy changes also allow a qualified mechanic who is a member of a flying club and part owner of the aircraft owned/operated by the club to receive monetary payment or credit for maintenance performed on the club airplane.

To ensure that flying clubs don’t compete with local flight schools or maintenance shops, the policy adds language stating that flying clubs cannot market or present themselves to the public as a flight school, maintenance facility, FBO, or specialized aviation service provider. Additionally, the airport sponsor has the right to set limits on the amount of flight instruction and maintenance for compensation.

AOPA believes this new policy change strikes an important balance: it supports flying clubs’ need for maintenance and

instruction services without infringing on airport businesses like flight schools.

Pilots who are looking for flight instruction within their clubs are usually maintaining proficiency and currency. Those who need a BFR or IPC prefer to receive this instruction from someone who is most familiar with their specific aircraft's equipment and performance.

One major advantage of a flying club is the opportunity to own and operate high performance or specialty aircraft. Instructors who are in the club and who have spent the most time in the club's aircraft are uniquely qualified to provide safe, efficient, and type specific instruction. These policy changes give clubs additional flexibility to make this specialized instruction available to club members. These rule changes give clubs the ability to compensate their instructors based on the value they provide.

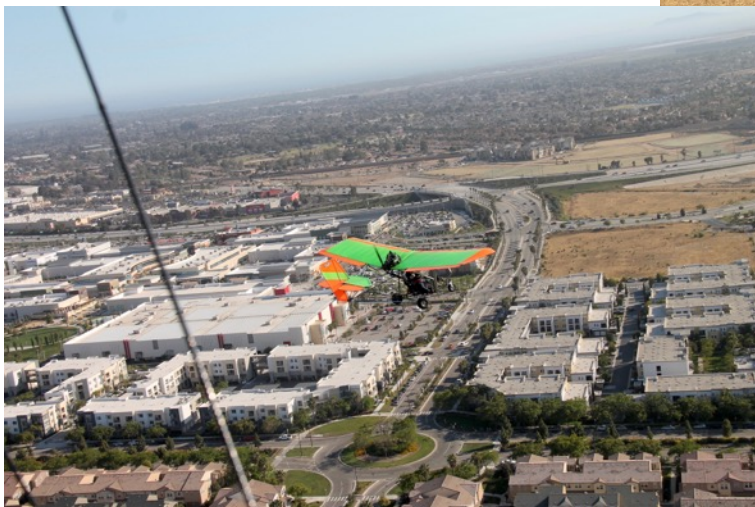
Flying clubs recognize the great resource that local schools offer to new and continuing students, especially the ability to provide concentrated training towards a new certificate or rating. Working together flying clubs and flight schools are a critical element in building a safe and vibrant airport community.



Introduction to Flight

One of the most important requirements of our organization is to introduce people to, and promote flying. It's a very rewarding experience. Here are two examples.

The first is 72 year old Thomas Hatcher. Tom fell off a three story building about 30 yrs ago and wound up in a wheelchair. Mike took him for a birthday flight to the beach. Lorin and I followed, taking photographs. Doing good things is very rewarding. The family poses with Tom in the photo below.



July 3, 2016



The youngest flown in July was 8 year old Rishi, an India born flying enthusiast. His folks brought him out for his first flight. Needless to say, he was ecstatic about his experience. His dad works in the oil patch so he'll probably be back.



Several members of the crew got together to patch portions of the runway. Steve arranged for a trailer load of asphalt to be brought to the field. Several spots have been patched and seem to be holding. Another work part is scheduled for sometime in July. Note our former President being very presidential. We like it when all we can see of our workers is elbows and butts.



A flight of four takes on a whole new meaning in a brew pub



Well folks, This is the last issue I will produce. We all know why so I'll just say
"Adios"



G'nite Sir Jeffrey

